SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

PORTLAND DIVISION

123

To Take Effect Sunday, August 7, 1932, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

E. L. KING,
Superintendent.

EASTWARD MEDFORD SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS		Distance from San Francisco via Marysville	Time Table No. 123 August 7, 1932	Distance from Roseburg	FIRST CLASS		SECOND CLASS	
		624 Freight	330 Passenger	8 Shasta				329 Mixed	7 Shasta	623 Freight	
		Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	
Yard BKWOTP		8.00 AM	6.15 PM	8.35 AM	429.1	TO-R ASHLAND 5.5	143.5	s 9.30 AM	s 7.00 PM	9.35 PM	
70 P		8.15	s 6.25	8.44	434.6	TALENT 2.4	138.0	s 9.14	6.50	9.20	
23		8.25	f 6.30	8.48	437.0	PHOENIX 1.4	135.6	f 9.05	6.46	9.10	
					438.4	GAS WORKS 0.4	134.2				
					438.8	VOORHIES 1.9	133.8				
100		**8.55**	**6.39**	**8.55**	440.7	KANE 1.1	131.9	**8.55**	**6.39**	8.50	
136 Yard KWP		9.30	s 6.55	s 9.05	441.8	TO MEDFORD 3.9	130.8	s 8.50	s 6.35	8.45	
70		9.40	s 7.05	f 9.15	445.7	CENTRAL POINT 2.0	126.9	s 8.30	6.25	8.00	
					447.7	SEVEN OAKS 2.5	124.9				
27 P		9.55	7.12	9.22	450.2	TOLO 7.0	122.4	8.21	6.18	7.45	
46 WP		10.15	s **7.25**	f 9.35	457.2	TO GOLD HILL 7.7	115.4	s 8.09	6.06	**7.25**	
58 P		10.35	f 7.35	f 9.45	464.9	ROGUE RIVER 9.0	107.7	s 7.54	5.56	7.10	
70 BKWTP		11.00	s 7.55	s 10.00	473.9	TO-R GRANTS PASS 4.3	98.7	s 7.39	s 5.45	6.50	
P		11.15	8.04	10.09	478.2	DIMMICK 4.3	94.4	7.14	5.32	6.30	
40 P		11.30	f 8.13	10.17	482.5	MERLIN 4.9	90.1	s 7.04	5.24	6.15	
90 P		11.45 AM	f 8.21	10.26	487.4	HUGO 6.7	85.2	s 6.54	5.16	6.00	
70 P		12.05 PM	f 8.35	10.40	494.1	LELAND 4.5	78.5	s 6.39	5.03	5.40	
67 P		12.20	8.44	10.50	498.6	POLLARD 3.4	74.0	6.28	4.53	5.25	
92 P		12.35	f 8.50	10.56	502.0	WOLF CREEK 5.9	70.6	s 6.21	4.47	5.10	
72 KWOTP		1.00	s 9.05	s 11.15	507.9	TO-R GLENDALE 1.8	64.7	s 6.07	s 4.35	4.50	
					509.7	LYSTUL 2.3	62.9				
76 P		1.24	9.12	11.22	512.0	REUBEN 4.5	60.6	5.53	**4.24**	**4.24**	
63 P		1.50	f 9.25	11.34	516.5	BRANDT 5.2	56.1	f 5.42	4.13	4.05	
80 WTP		2.10	f 9.38	f 11.46	521.7	WEST FORK 3.9	50.9	s 5.30	f 4.02	3.50	
40 P		2.36	9.48	11.55 AM	525.6	COW CREEK 5.8	47.0	5.19	3.53	3.35	
47 P		**3.11**	f 10.03	12.09 PM	531.4	PECK 4.1	41.2	f 5.05	3.39	**3.11**	
67 P		**3.30**	f 10.13	12.18	535.5	BYERS 4.8	37.1	f 4.55	**3.30**	2.59	
33 P		3.50	10.23	12.28	540.3	CORNUTT 3.9	32.3	4.45	3.20	2.30	
67 P		4.00	s 10.31	f 12.35	544.2	RIDDLE 5.1	28.4	s 4.39	3.15	2.20	
67 P		4.15	10.40	12.43	549.3	WEAVER 1.1	23.3	4.28	3.07	2.10	
22 WP		4.20	s 10.43	f 12.46	550.4	TO MYRTLE CREEK 4.5	22.2	s 4.26	f 3.05	2.05	
97 P		4.35	10.53	12.55	554.9	DOLE 2.8	17.7	s 4.15	2.56	1.50	
					557.7	ROUND PRAIRIE 4.3	14.9				
69 P		4.55	f 11.06	1.07	562.0	DILLARD 4.3	10.6	s 4.03	2.45	1.30	
(Spur 19) P					566.3	CARNES 1.4	6.3				
45 P		5.10	11.17	**1.17**	567.7	GREEN 4.9	4.9	3.50	2.35	**1.17**	
Yard BKWOTP		5.25 PM	s 11.30 PM	s 1.28 PM	572.6	TO-R ROSEBURG	0.0	3.40 AM	2.25 PM	1.00 PM	
		Arrive Daily	Arrive Daily	Arrive Daily		(143.5)		Leave Daily	Leave Daily	Leave Daily	
		(9.25) 15.24	(5.15) 27.33	(4.53) 29.40		Time over District Average Speed per Hour		(5.50) 24.96	(4.35) 31.31	(8.30) 16.88	

A. B. S.

ADDITIONAL FLAG STOPS: Nos. 329 and 330 Dad's Creek M. P. 529.5. No. 7 stops Gold Hill, West Fork and Oakland to entrain or detrain passengers to or from points west of Ashland.

At Ashland Shasta Division first-class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of siding. The main track at Ashland between the east and west switches of the siding may be used by any first-class train if track is known to be clear. Siding is first track to right of main track going east and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

EASTWARD SPRINGFIELD SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	FIRST CLASS		Distance from San Francisco via Marysville	Time Table No. 123 August 7, 1932	Distance from Springfield Jct.	FIRST CLASS		SECOND CLASS
	624 Freight	330 Passenger	8 Shasta				329 Mixed	7 Shasta	623 Freight
	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
Yard BKWOTP	5.20 AM	11.45 PM	1.40 PM	572.6	TO-R ROSEBURG 5.2	71.7	s 3.18 AM	s 2.18 PM	10.40 AM
67 P	5.35	11.55 PM	1.50	577.8	WINCHESTER 3.6	66.5	f 3.06	2.07	10.15
67 P	5.45	f 12.04 AM	**2.00**	581.4	WILBUR 2.5	62.9	f 2.58	**2.00**	9.55
				583.9	DEADY 2.5	60.4			
58 P	6.00	f 12.12	f 2.07	586.4	TO SUTHERLIN 2.7	57.9	f 2.50	1.53	9.40
63 WP	6.15	f 12.19	f 2.12	589.1	TO OAKLAND 6.3	55.2	f 2.44	1.48	9.30
43	6.30	f 12.30	2.22	595.4	ISADORA 2.1	48.9	f 2.32	1.37	9.10
65 TP	6.40	12.35	2.27	597.5	RICE HILL 6.2	46.8	2.27	1.32	9.00
74 P	7.05	f 12.50	f 2.40	603.7	TO YONCALLA 5.3	40.6	f 2.13	f 1.18	8.40
78 WYP	7.25	f 1.02	f 2.48	609.0	TO DRAIN 1.2	35.3	s 2.04	f 1.11	8.25
				610.2	KREWSON 1.5	34.1			
36 P	7.35	f 1.08	2.52	611.7	LEONA 1.5	32.6	f 1.56	1.07	8.10
67 P	**7.55**	1.12	2.55	613.2	SAFLEY 2.0	31.1	1.52	1.04	**7.55**
	8.05	f 1.15	2.58	615.2	ANLAUF 0.9	29.1	f 1.49	1.01	7.40
18		f 1.18	2.59	616.1	CURTIN 1.8	28.2	f 1.47	1.00	
46 P	8.20	f 1.21	3.02	617.9	COMSTOCK 4.0	26.4	f 1.44	12.58	7.25
91 YP	8.40	f **1.34**	3.12	621.9	DIVIDE 1.0	22.4	f **1.34**	12.49	7.05
(Spur) 10				622.9	VEATCH 1.4	21.4			
9				624.3	MONETT 0.7	20.0			
27 P	9.00	f 1.41	3.17	625.0	LATHAM 1.5	19.3	f 1.25	12.44	6.55
52 WP	9.20	s 1.55	s 3.23	626.5	TO COTTAGE GROVE 2.6	17.8	s 1.21	s 12.41	6.50
(Spur) 29		f		629.1	SAGINAW 1.5	15.2	f		
70 P	9.35	f 2.05	3.31	630.6	WALKER 4.9	13.7	f 1.06	12.32	6.40
68 P	9.50	f 2.17	f 3.39	635.5	CRESWELL 5.4	8.8	f 12.58	12.25	6.29
71 P	10.05	f 2.29	3.47	640.9	GOSHEN 3.4	3.4	f 12.48	12.17	6.14
I YP	10.20 AM	2.36 AM	3.55 PM	644.3	TO-R SPRINGFIELD JCT.	0.0	12.39 AM	12.10 PM	6.04 AM
	Arrive Daily	Arrive Daily	Arrive Daily		(71.7)		Leave Daily	Leave Daily	Leave Daily
	(5.00) 14.34	(3.01) 23.77	(2.15) 31.87		Time over District Average Speed per Hour		(2.39) 27.06	(2.08) 33.61	(4.36) 15.59

A. B. S.

ADDITIONAL FLAG STOPS: No. 7, Yoncalla, Wednesdays; Oakland, Mondays and Fridays; Sutherlin, Tuesdays.

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

PASSENGER TRAFFIC DEPARTMENT

CIRCULAR LETTER O.L. NO. 71-1932

Portland, Ore., Oct. 25, 1932.
File J-521-3

ALL AGENTS AND
CONNECTING LINES.

SHORTENING SCHEDULE "THE OREGONIAN" TR. #330 EFFECTIVE OCT. 30th.

To enable passengers secure dinner before boarding train in southern Oregon, effective from Ashland Oct. 30th the schedule of Tr. #330 will be shortened 20 minutes between Ashland and Eugene:

Lv. Ashland 6:35 PM instead of 6:15 PM
Ar. Eugene and Portland same as at present.

New schedule will be as follows:

Lv. Ashland	6:35 PM	Weaver	11:01 PM
Talent	s 6:50 PM	Myrtle Creek	s11:04 PM
Phoenix	f 6:55 PM	Dole	11:13 PM
Kane	7:05 PM	Dillard	f11:26 PM
Medford	s 7:20 PM	Green	11:36 PM
Central Point	s 7:30 PM	Ar. Roseburg	s11:45 PM
Tolo	7:37 PM	Lv. Roseburg	11:55 PM
Gold Hill	s 7:50 PM	Winchester	12:05 AM
Rogue River	f 8:00 PM	Wilbur	f12:15 AM
Grants Pass	s 8:20 PM	Sutherlin	f12:23 AM
Dimmick	8:29 PM	Oakland	f12:29 AM
Merlin	f 8:38 PM	Isadora	f12:39 AM
Hugo	f 8:46 PM	Rice Hill	12:44 AM
Leland	f 9:00 PM	Yoncalla	f12:59 AM
Pollard	9:09 PM	Drain	f 1:09 AM
Wolf Creek	f 9:15 PM	Leona	f 1:14 AM
Glendale	s 9:30 PM	Safley	1:18 AM
Reuben	9:37 PM	Anlauf	f 1:21 AM
Brandt	f 9:49 PM	Curtin	f 1:23 AM
West Fork	f10:02 PM	Comstock	f 1:26 AM
Cow Creek	10:12 PM	Divide	f 1:36 AM
Peck	f10:26 PM	Latham	f 1:42 AM
Byers	f10:35 PM		
Cornutt	10:45 PM		
Riddle	s10:53 PM		

f - Flag stop
s - Regular stop

Additional flag stops #330
Dad's Creek M.P. 529.5.

Schedule from Cottage Grove and north same as at present. There will be no change in the schedule of #329 southbound.

Please advise all concerned and secure all publicity possible on this new improved service.

J. A. Ormandy,
Passenger Traffic Manager.

WESTWARD

23	Distance from Eugene Yard	FIRST CLASS 329 Mixed	17 Cascade	7 Shasta	5 Klamath	15 West Coast	SECOND CLASS 623 Freight	661 Freight	673 Local Freight	701 Local Freight	711 Local Freight	663 Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Tues. Thurs., Sat.	Arrive Daily
KE	97.1		4.45 AM		s 4.40 PM	s 3.20 AM		1.50 PM				6.00 AM
	93.4		4.36		f 4.31	**3.12**		1.40				5.50
IT	88.8		4.27		s 4.22	f 3.03		1.30				5.35
	84.7		4.13		f 4.02	2.49		**1.14**				5.10
	79.5		**4.01**		f 3.45	2.35		12.30				4.50
	74.2		3.48		f 3.27	2.21		12.10 PM				**4.30**
	70.7		3.39		f 3.15	2.11		11.53 AM				4.04
	65.1		**3.24**		f 2.59	1.55		11.30				**3.24**
	61.3		3.13		f 2.45	**1.41**		11.05				2.35
NGS	56.2		3.00		f **2.21**	f 1.29		10.45				**1.51**
	50.2		2.45		f 2.05	1.16		**10.12**				1.30
	45.0		2.32		s 1.55	s **1.05**		9.40	1.45 PM			**1.05**
	42.8		2.27		s 1.40	f12.57		8.35	1.15			12.48
	42.0		**2.26**					8.25	12.55			12.45
	39.9		2.23		1.33	12.53		8.10	12.30 PM			12.41
	34.6		2.16		1.24	12.46		7.55	11.40 AM			12.32
	33.4		2.14		f 1.21	12.44						
	29.6		2.09		f 1.14	12.39		7.43	**10.47**			12.20
	26.6		2.05		1.08	12.35		7.35	10.15			12.13
	24.7		2.02		1.04	12.32		**7.30**	10.00			12.10
	22.2		1.59		s 12.59	12.29		7.10	9.45			12.05
	20.1		1.56		f 12.54	12.26		7.05	9.25			12.01 AM
	17.1		1.52		f 12.48	12.22		6.57	9.15			11.55 PM
	15.4		1.49		f 12.45	12.19		**6.55**	9.05			11.51
	13.6		1.46		f 12.41	12.16		6.50	9.00			11.46
	11.4		1.43		f 12.36	12.13		6.43	8.40			11.41
T.	7.5		1.38		12.28	12.08		6.33	8.20	9.20 AM		11.33
)	6.1		1.36		s 12.25	12.06		6.29	**8.15** **7.15**	9.15	11.10 AM	11.29
) JCT.	4.9	12.39 AM	1.34	12.10 PM	12.20	12.04 AM	6.04 AM	6.25	7.09	9.10	11.04	11.25
	1.9	s 12.30	s 1.25	12.01 PM	12.11 PM s **11.46** AM	s 11.55 PM						
D	0.0	12.01 AM	1.09 AM		11.40 AM	11.35 PM	5.45 AM	6.00 AM	6.50 AM	8.50 AM	10.45 AM	11.00 PM
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Tues. Thurs., Sat.	Leave Daily
ur.........		(0.38) 7.74	(3.36) 26.97	(0.09) 20.00	(5.00) 16.09	(3.45) 25.89	(0.19) 15.47	(7.50) 12.40	(6.55) 6.51	(0.30) 15.00	(0.25) 14.64	(7.00) 13.87

EASTWARD				Time Table No. 123 August 7, 1932 Wendling Branch	WESTWARD	
Capacity of sidings in car lengths		SECOND CLASS 702 Local Freight	Distance from San Francisco		Distance from Mohawk Jct.	SECOND CLASS 701 Local Freight
		Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday
Yd.	KOYP	11.30 AM	662.3	TO-R WENDLING	15.7	10.45 AM
				2.6		
	(Spur)	11.40 AM	659.7	HYLAND	13.1	10.30
				1.1		
45	WP	12.10 PM	658.6	TO MARCOLA	12.0	10.20
				3.6		
11		12.25	655.0	DONNA	8.4	10.00
				3.5		
33		12.40	651.5	YARNELL	4.9	9.45
				2.2		
		12.55	649.3	HENDRICKS	2.7	9.30
				2.7		
	P	1.15 PM	646.6	R MOHAWK JCT.	0.0	9.20 AM
		Arrive Daily Ex. Sunday		(15.7)		Leave Daily Ex. Sunday
		(1.45) 8.97		..........Time over District.......... ....Average Speed per Hour..........		(1.25) 11.08

EASTWARD MEDFORD SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS		Distance from San Francisco via Marysville		Time Table No. 123 August 7, 1932	Distance from Roseburg	FIRST CLASS		SECON
		624 Freight	330 Passenger	8 Shasta					329 Mixed	7 Shasta	623 Freight
		Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
Yard BKWOTP		8.00 AM	6.15 PM	8.35 AM	429.1		TO-R ASHLAND 5.5	143.5	s 9.30 AM	s 7.00 PM	9.35 PM
70 P		8.15	s 6.25	8.44	434.6		TALENT 2.4	138.0	s 9.14	6.50	9.20
23		8.25	f 6.30	8.48	437.0		PHOENIX 1.4	135.6	f 9.05	6.46	9.10
					438.4		GAS WORKS 0.4	134.2			
					438.8		VOORHIES 1.9	133.8			
100		**8.55**	**6.39**	**8.55**	440.7		KANE 1.1	131.9	**8.55**	**6.39**	8.50
136 Yard KWP		9.30	s 6.55	s 9.05	441.8		TO MEDFORD 3.9	130.8	s 8.50	s 6.35	8.45
70		9.40	s 7.05	f 9.15	445.7		CENTRAL POINT 2.0	126.9	s 8.30	6.25	8.00
					447.7		SEVEN OAKS 2.5	124.9			
27 P		9.55	7.12	9.22	450.2		TOLO 7.0	122.4	8.21	6.18	7.45
46 WP		10.15	s **7.25**	f 9.35	457.2		TO GOLD HILL 7.7	115.4	s 8.09	6.06	**7.25**
58 P		10.35	f 7.35	f 9.45	464.9		ROGUE RIVER 9.0	107.7	s 7.54	5.56	7.10
70 BKWTP		11.00	s 7.55	s 10.00	473.9		TO-R GRANTS PASS 4.3	98.7	s 7.39	s 5.45	6.50
P		11.15	8.04	10.09	478.2		DIMMICK 4.3	94.4	7.14	5.32	6.30
40 P		11.30	f 8.13	10.17	482.5		MERLIN 4.9	90.1	s 7.04	5.24	6.15
90 P		11.45 AM	f 8.21	10.26	487.4		HUGO 6.7	85.2	s 6.54	5.16	6.00
70 P		12.05 PM	f 8.35	10.40	494.1		LELAND 4.5	78.5	s 6.39	5.03	5.40
67 P		12.20	8.44	10.50	498.6		POLLARD 3.4	74.0	6.28	4.53	5.25
92 P		12.35	f 8.50	10.56	502.0	A. B. S.	WOLF CREEK 5.9	70.6	s 6.21	4.47	5.10
72 KWOTP		1.00	s 9.05	s 11.15	507.9		TO-R GLENDALE 1.8	64.7	s 6.07	s 4.35	4.50
					509.7		LYSTUL 2.3	62.9			
76 P		1.24	9.12	11.22	512.0		REUBEN 4.5	60.6	5.53	**4.24**	**4.24**
63 P		1.50	f 9.25	11.34	516.5		BRANDT 5.2	56.1	f 5.42	4.13	4.05
80 WTP		2.10	f 9.38	f 11.46	521.7		WEST FORK 3.9	50.9	s 5.30	f 4.02	3.50
40 P		2.36	9.48	11.55 AM	525.6		COW CREEK 5.8	47.0	5.19	3.53	3.35
47 P		**3.11**	f 10.03	12.09 PM	531.4		PECK 4.1	41.2	f 5.05	3.39	**3.11**
67 P		**3.30**	f 10.13	12.18	535.5		BYERS 4.8	37.1	f 4.55	**3.30**	2.59
33 P		3.50	10.23	12.28	540.3		CORNUTT 3.9	32.3	4.45	3.20	2.30
67 P		4.00	s 10.31	f 12.35	544.2		RIDDLE 5.1	28.4	s 4.39	3.15	2.20
67 P		4.15	10.40	12.43	549.3		WEAVER 1.1	23.3	4.28	3.07	2.10
22 WP		4.20	s 10.43	f 12.46	550.4		TO MYRTLE CREEK 4.5	22.2	s 4.26	f 3.05	2.05
97 P		4.35	10.53	12.55	554.9		DOLE 2.8	17.7	s 4.15	2.56	1.50
					557.7		ROUND PRAIRIE 4.3	14.9			
69 P		4.55	f 11.06	1.07	562.0		DILLARD 4.3	10.6	s 4.03	2.45	1.30
(Spur 19) P					566.3		CARNES 1.4	6.3			
45 P		5.10	11.17	**1.17**	567.7		GREEN 4.9	4.9	3.50	2.35	**1.17**
Yard BKWOTP		5.25 PM	s 11.30 PM	s 1.28 PM	572.6		TO-R ROSEBURG	0.0	3.40 AM	2.25 PM	1.00 PM
		Arrive Daily	Arrive Daily	Arrive Daily			(143.5)		Leave Daily	Leave Daily	Leave Daily
		(9.25) 15.24	(5.15) 27.33	(4.53) 29.40			Time over District Average Speed per Hour		(5.50) 24.96	(4.35) 31.31	(8.30) 16.88

ADDITIONAL FLAG STOPS: Nos. 329 and 330 Dad's Creek M. P. 529.5. No. 7 stops Gold Hill, West Fork and Oakland to entrain or detrain passengers to or from points west of Ashland.

At Ashland Shasta Division first-class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of siding. The main track at Ashland between the east and west switches of the siding may be used by any first-class train if track is known to be clear. Siding is first track to right of main track going east and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

EASTWARD SPRINGFIELD SUBDIVISION WESTWA

Capacity of sidings in car lengths	EASTWARD SECOND CLASS 702 Local Freight	624 Freight	712 Local Freight	662 Freight	674 Local Freight	FIRST CLASS 6 Klamath	8 Shasta	18 Cascade	16 West Coast	330 Passenger	Distance from San Francisco via Marysville and Klamath Falls		Time Table No. 123 August 7, 1932	Distance from Eugene Yard	WESTWARD FIRST CLASS 329 Mixed	17 Cascade	7 Shasta	5 Klamath	15 West Coast	SECOND CLASS 623 Freight	661 Freight	673 Local Freight	701 Local Freight	711 Local Freight	663 Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Mon. Wed., Fri.	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Tues. Thurs., Sat.	Arrive Daily
Yard BKWOP				3.00 AM		12.50 PM		8.37 AM	12.27 AM		528.4	A. B. S.	TO-R CRESCENT LAKE 3.7	97.1		4.45 AM		s 4.40 PM	s 3.20 AM		1.50 PM				6.00 AM
100 P				**3.12**		f 12.56		8.43	12.32		532.1		ODELL LAKE 4.6	93.4		4.36		f 4.31	**3.12**		1.40				5.50
155 WYP				3.20		s 1.04		8.51	f 12.40		536.7		TO CASCADE SUMMIT 4.1	88.8		4.27		s 4.22	f 3.03		1.30				5.35
77 P				3.35		f **1.14**		8.59	12.49		540.8		ABERNETHY 5.2	84.7		4.13		f 4.02	2.49		**1.14**				5.10
106 WP				**4.01**		f 1.26		9.10	1.01		546.0		CRUZATTE 5.3	79.5		**4.01**		f 3.45	2.35		12.30				4.50
76 P				**4.30**		f 1.38		9.21	1.12		551.3		FRAZIER 3.5	74.2		3.48		f 3.27	2.21		12.10 PM				**4.30**
106 YP				4.45		f 1.48		9.30	1.21		554.8		FIELDS 5.6	70.7		3.39		f 3.15	2.11		11.53 AM				4.04
81 WP				5.05		f 2.00		9.42	1.33		560.4		TO WICOPEE 3.8	65.1		**3.24**		f 2.59	1.55		11.30				**3.24**
106 P				5.20		f 2.09		9.50	**1.41**		564.2		HEATHER 5.1	61.3		3.13		f 2.45	**1.41**		11.05				2.35
108 WP				5.35		f **2.21**		10.00	**1.51**		569.3		McCREDIE SPRINGS 6.0	56.2		3.00		f **2.21**	f 1.29		10.45				**1.51**
78 P				5.55		f 2.33		**10.12**	2.03		575.3		PRYOR 5.2	50.2		2.45		f 2.05	1.16		**10.12**				1.30
YardBKWOYP				6.30	5.00 AM	s 2.46		10.23	s 2.15		580.5		TO-R OAKRIDGE 2.2	45.0		2.32		s 1.55	s **1.05**		9.40	1.45 PM			**1.05**
P				6.40	5.15	s 2.51		10.27	f 2.19		582.7		TO WESTFIR 0.8	42.8		2.27		s 1.40	f 12.57		8.35	1.15			12.48
67 P				6.45	5.20				**2.26**		583.5		HEMLOCK 2.1	42.0		**2.26**					8.25	12.55			12.45
60 P				6.50	5.30	2.55		10.31	2.29		585.6		LOOKOUT 5.3	39.9		2.23		1.33	12.53		8.10	12.30 PM			12.41
81 P				7.05	5.50	3.03		10.39	2.37		590.9		LAWLER 1.2	34.6		2.16		1.24	12.46		7.55	11.40 AM			12.32
(Spur 10)						f 3.05		10.41	2.39		592.1		ARMET 3.8	33.4		2.14		f 1.21	12.44						
61 P				7.15	6.00	f 3.11		**10.47**	2.44		595.9		RESERVE 3.0	29.6		2.09		f 1.14	12.39		7.43	**10.47**			12.20
				7.25	6.10	3.17		10.52	2.48		598.9		LANDAX 1.9	26.6		2.05		1.08	12.35		7.35	10.15			12.13
81 WP				**7.30**	6.15	3.20		10.55	2.51		600.8		CARTER 2.5	24.7		2.02		1.04	12.32		**7.30**	10.00			12.10
29 P				7.35	6.25	f 3.25		10.59	2.54		603.3		TO LOWELL 2.1	22.2		1.59		s 12.59	12.29		7.10	9.45			12.05
104 P				7.40	6.35	f 3.30		11.02	2.57		605.4		PENGRA 3.0	20.1		1.56		f 12.54	12.26		7.05	9.25			12.01 AM
				7.47	6.41	f 3.36		11.07	3.01		608.4		FALL CREEK 1.7	17.1		1.52		f 12.48	12.22		6.57	9.15			11.55 PM
60 P				7.51	**6.55**	f 3.39		11.10	3.04		610.1		HILLS 1.8	15.4		1.49		f 12.45	12.19		**6.55**	9.05			11.51
32 P				7.55	7.00	f 3.42		11.13	3.07		611.9		JASPER 2.2	13.6		1.46		f 12.41	12.16		6.50	9.00			11.46
81 P				8.00	7.10	f 3.46		11.17	3.11		614.1		NATRON 3.9	11.4		1.43		f 12.36	12.13		6.43	8.40			11.41
P	1.15 PM			8.10	7.20	3.52		11.22	3.16		618.0		MOHAWK JCT. 1.4	7.5		1.38		12.28	12.08		6.33	8.20	9.20 AM		11.33
Yard WYP	1.20		10.10 AM	**8.15**	**8.00**	s 3.57		11.24	3.19		619.4		TO-R SPRINGFIELD 1.2	6.1		1.36		s 12.25	12.06		6.29	**8.15** **7.15**	9.15	11.10 AM	11.29
IYP	1.26	10.20 AM	10.15	8.20	8.05	4.00	3.55 PM	11.27	3.22	2.36 AM	620.6		TO-R SPRINGFIELD JCT. 3.0	4.9	12.39 AM	1.34	12.10 PM	12.20	12.04 AM	6.04 AM	6.25	7.09	9.10	11.04	11.25
Yard BKWP						s 4.20	s 4.05 PM	s **11.46**	s 3.46	s 2.45 AM	623.6		R EUGENE 1.9	1.9	s 12.30	s 1.25	12.01 PM	12.11 PM s **11.46** AM	s 11.55 PM						
Yd.BKWOTYP	1.45 PM	10.40 AM	10.35 AM	8.45 AM	8.30 AM	4.26 PM		11.52 AM	3.52 AM		625.5		TO-R EUGENE YARD	0.0	12.01 AM	1.09 AM		11.40 AM	11.35 PM	5.45 AM	6.00 AM	6.50 AM	8.50 AM	10.45 AM	11.00 PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(97.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Tues. Thurs., Sat.	Leave Daily
	(0.30) 15.00	(0.20) 14.70	(0.25) 14.69	(5.45) 16.89	(3.30) 12.86	(3.35) 26.33	(0.10) 18.00	(3.15) 29.88	(3.25) 28.42	(0.09) 20.00			............Time over District............ ....Average Speed per Hour........		(0.38) 7.74	(3.36) 26.97	(0.09) 20.00	(5.00) 16.09	(3.45) 25.89	(0.19) 15.47	(7.50) 12.40	(6.55) 6.51	(0.30) 15.00	(0.25) 14.64	(7.00) 13.87

Rule S-72—Exceptions: No. 330 is superior to Nos. 15 and 17. Nos. 16 and 18 are superior to No. 329. No. 6 is superior to No. 7. No. 8 is superior to No. 5.

ADDITIONAL FLAG STOPS: Nos. 5 and 6 Signal M. P. 598.2. Salt Creek Falls M. P. 543.

No. 15 stop on flag between Eugene and Westfir to entrain passengers for Klamath Falls and west.

No. 16 stop to detrain passengers from Klamath Falls and west.
At Crescent Lake Shasta Division first-class schedules and train orders referring to such schedules apply at the west switch of the passenger siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of the passenger siding. The main track at Crescent Lake between the east and west switches of the passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is track between main track and station building.

Capacity of sidings in car lengths	EASTWARD SECOND CLASS 702 Local Freight	Distance from San Francisco		Time Table No. 123 August 7, 1932 Wendling Branch	Distance from Mohawk Jct.	WESTWARD SECOND CLASS 701 Local Freight
	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday
Yd. KOYP	11.30 AM	662.3	TO-R	WENDLING 2.6	15.7	10.45 AM
(Spur)	11.40 AM	659.7		HYLAND 1.1	13.1	10.30
45 WP	12.10 PM	658.6	TO	MARCOLA 3.6	12.0	10.20
11	12.25	655.0		DONNA 3.5	8.4	10.00
33	12.40	651.5		YARNELL 2.2	4.9	9.45
	12.55	649.3		HENDRICKS 2.7	2.7	9.30
P	1.15 PM	646.6	R	MOHAWK JCT.	0.0	9.20 AM
	Arrive Daily Ex. Sunday			(15.7)		Leave Daily Ex. Sunday
	(1.45) 8.97			............Time over District............ ....Average Speed per Hour........		(1.25) 11.08

Capacity of sidings in car lengths			SECOND CLASS							FIRST CLASS					Distance from San Francisco via Marysville	Time Table No. 123 August 7, 1932
			666	**682**	**686**	**662**	**676**	**678**	**684**	**6**	**328**	**18**	**326**	**16**		
			Freight	Local Freight	Local Freight	Freight	Local Freight	Local Freight	Local Freight	Klamath	Motor	Cascade	Passenger	West Coast		
			Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**
YardBKWOYP			6.15 PM			12.40 PM		7.00 AM		4.26 PM		11.52 AM		3.52 AM	649.2	TO-R EUGENE YARD
67 P			6.22			12.47		7.10		4.33		11.56 AM		3.56	653.0	3.8 IRVING
68 P			6.34			1.00		7.20		4.40		12.03 PM		4.03	659.9	6.9 SWAIN
25 WP			6.36			1.02		7.25		4.42		12.05		f 4.07	660.6	0.7 TO JUNCTION CITY
93 P			6.46			1.12		7.35		4.50		12.13		f 4.16	665.1	4.5 TO HARRISBURG
67 P			6.56			1.22		7.45		4.56		12.19		4.23	670.7	5.6 FOLK
98 P			7.02			1.28		7.50		f 5.01		12.23		f 4.28	673.8	3.1 TO HALSEY
106 WP			7.11			**1.40**		8.00		5.08		12.30		f 4.36	679.0	5.2 TO SHEDD
106 P			7.21			1.50		8.10		f 5.15		12.36		4.43	684.6	5.6 TANGENT
P			7.38			1.58		8.20		5.20		12.41		4.50	689.9	5.3 PAGE
YardBKWOYP			7.55			2.05		8.30		s 5.30		s **12.48**		s 5.00	690.9	1.0 TO-R ALBANY
100 P			8.10			2.17		8.40		5.39		12.58		5.09	695.4	4.5 MILLERSBURG
104 P			**8.26**			2.25		8.50		5.44		1.02		f 5.16	699.5	4.1 TO JEFFERSON
68 WP			8.36			2.35		9.00		5.50		1.08		f 5.23	704.2	4.7 TO MARION
108 P			8.46			2.45		9.10		5.57		1.15		f 5.31	710.7	6.5 TURNER
67 P			9.00			3.00		9.25		6.05		1.24		5.40	717.4	6.7 PRINGLE
YardBKWOYP			9.04			3.05		9.30		s 6.15		s 1.29		s 5.50	718.2	0.8 TO-R SALEM
P			9.06			3.10		9.33		6.18		1.32		5.53	718.8	0.6 LEMROCK
67 P			**9.12**			3.15		**9.42**		6.22		1.36		5.57	720.3	1.5 FAIR GROUNDS
88 P			9.20			3.20		**10.00**		6.25		1.39		6.00	722.2	1.9 LABISH
26 P			9.25			3.25		10.10		6.27		1.41		f 6.02	723.3	1.1 CHEMAWA
105 P			9.40			3.31		10.30		f 6.32		1.45		6.07	726.9	3.6 TO BROOKS
67 P			10.05			3.40		10.45		f 6.39		1.51		f 6.15	732.1	5.2 TO GERVAIS
70 P			10.10			3.53		**11.05**		6.42		1.55		6.19	734.5	2.4 POPLAR
Yard WOYP			10.15			4.05	12.05 PM	11.30		6.47		1.59		f 6.24	735.2	0.7 TO-R WOODBURN
46 P			10.23			4.15	12.15	11.40		**6.53**		2.05		6.30	738.8	3.6 TO HUBBARD
68 P			10.29			4.20	12.25	11.45		6.56		2.08		6.33	741.6	2.8 HITO
11 P			10.33			4.25	12.30	11.50		6.59		2.11		s 6.37	743.2	1.6 AURORA
35 P			10.37			4.30	12.35	11.55 AM		7.02		2.14		s 6.42	745.2	2.0 BARLOW
36 WP			10.41			4.35	12.47	12.01 PM		f 7.06		2.17		f 6.46	746.8	1.6 TO CANBY
75 P			**10.49**			4.40	12.55	12.05		7.07		2.18		6.47	747.4	0.6 FLANDER
(Spur 10)			11.15			4.50	1.04	12.10		7.12		2.23		6.52	750.1	2.7 NEW ERA
67 P			**11.38**			4.55	1.06	12.38		7.14		2.25		6.54	750.8	0.7 COALCA
27 P			11.55 PM			5.05	1.15	12.45		7.18		2.29		6.58	752.9	2.1 PULP
118 WP			12.01 AM			5.12	2.00	1.00		f 7.25		2.33		f 7.04	755.5	2.6 TO OREGON CITY
I															756.1	0.6 W. V. R. CROSSING
										7.29		2.37		7.09	757.3	1.2 PARK PLACE
65 P			12.15			5.25	2.20	1.13		f 7.35		2.42		f 7.15	760.0	2.7 CLACKAMAS
76 P			12.22			5.32	**2.48**	1.20		**7.41**		**2.48**		7.20	764.1	4.1 EAST MILWAUKIE
P			12.25	9.35 PM	7.20 PM	5.40	3.05	1.25	11.35 AM	7.46	6.42 PM	2.50	12.43 PM	7.22	765.2	1.1 WILLSBURG JCT.
			12.27	9.37	7.22	5.42	3.07	1.27	11.37	7.48	6.44	2.52	12.44	7.24	766.0	0.8 REED
Yd.BKWOTP			12.30 AM	9.40 PM	7.25 PM	**5.45** PM	3.10 PM	1.30 PM	11.40 AM	7.51	6.47	2.55	f 12.47	7.27	766.9	0.9 TO-R BROOKLYN
IP										8.03	6.59	3.07	12.57	**7.40**	769.2	2.3 CLAY STREET
										s 8.09	s 7.02	3.10	s 1.03	s 7.45	769.7	0.5 EAST MORRISON ST.
BKIP										s 8.20 PM	s 7.10 PM	s 3.20 PM	s 1.15 PM	s **7.55** AM	771.0	1.3 TO-R PORTLAND
			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(121.8)
			(6.15) 18.83	(0.05) 20.40	(0.05) 20.40	(5.05) 23.15	(3.05) 10.28	(6.30) 18.11	(0.05) 20.40	(3.56) 30.97	(0.28) 12.43	(3.28) 35.13	(0.32) 10.88	(4.03) 30.08		..............Time over District ....Average Speed per Hour

A. B. S.

Double Track

Rule S-72—Exceptions: Nos. 6, 16 and 18, are superior to Nos. 325 and 327; Nos. 326 and 328 are superior to No. 5. SEE page 7 for Tallman Line trains using siding between Page and Albany and page 11 for Falls City Line trains between Salem and Lemrock. Falls City Line trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock without an order to do so. Eastward second class and extra trains may run ahead of Nos. 326 and 328 Willsburg Jct. to Brooklyn without an order to do so.

No. 6 will stop Junction City to entrain passengers for Portland. Nos. 6 and 16 will stop to detrain passengers from west of Eugene. No. 326 reduce speed Brooklyn; exchange company mail. No. 16 stop on flag at Tangent, Brooks, Hubbard, New Era and Park Place to exchange mail and express also reduce speed Chemawa Sundays, exchange heavy mail.

BROOKLYN SUBDIVISION

WESTWARD

Time Table No. 123
August 7, 1932

			Distance from Portland	FIRST CLASS					SECOND CLASS						
				327	5	325	15	17	681	683	677	675	663	661	685
				Motor	Klamath	Passenger	West Coast	Cascade	Local Freight	Local Freight	Local Freight	Local Freight	Freight	Freight	Local Freight
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday
A. B. S.	TO-R EUGENE YARD	3.8	121.8		11.40 AM		11.35 PM	1.09 AM			3.45 PM		10.15 PM	3.25 AM	
	IRVING	6.9	118.0		11.35		f 11.30	1.04			3.30		10.05	3.09	
	SWAIN	0.7	111.1		11.28		11.21	12.57			3.10		9.53	2.53	
	TO JUNCTION CITY	4.5	110.4		f 11.25		s 11.18	12.55			3.05		9.50	2.50	
	TO HARRISBURG	5.6	105.9		f 11.15		s 11.08	12.47			2.50		9.40	2.41	
	FOLK	3.1	100.3		11.07		10.58	12.41			2.30		9.31	2.31	
	TO HALSEY	5.2	97.2		f 11.03		s 10.51	12.37			2.14		9.25	2.25	
	TO SHEDD	5.6	92.0		10.56		s 10.42	12.31			**1.40**		9.15	2.15	
	TANGENT	5.3	86.4		10.50		s 10.34	12.25			1.25		9.05	2.05	
	PAGE	1.0	81.1		10.44		10.26	12.20			1.05		8.55	1.55	
	TO-R ALBANY	4.5	80.1		s 10.40		s 10.24	s 12.16			**12.48**		8.50	1.50	
	MILLERSBURG	4.1	75.6		10.28		10.04	12.05			12.15		8.35	1.40	
	TO JEFFERSON	4.7	71.5		10.23		s 9.58	12.01 AM			12.01 PM		**8.26**	1.30	
	TO MARION	6.5	66.8		10.18		s 9.50	11.55 PM			11.45 AM		8.03	1.20	
	TURNER	6.7	60.3		f 10.11		s 9.40	11.48			11.30		7.52	1.10	
	PRINGLE	0.8	53.6		10.01		9.30	11.40			10.55		7.40	12.58	
	TO-R SALEM	0.6	52.8		s 9.57		s 9.25	s 11.37			10.25	11.55 AM	7.35	12.55	
	LEMROCK	1.5	52.2		9.47		9.17	11.30			10.10	11.50	7.33	12.51	
	FAIR GROUNDS	1.9	50.7		**9.42**		**9.12**	11.26			10.05	11.45	7.28	12.47	
	LABISH	1.1	48.8		9.39		9.09	11.23			**10.00**	11.40	7.24	12.43	
	CHEMAWA	3.6	47.7		f 9.38		s 9.08	11.22			9.55	11.35	7.22	12.41	
	TO BROOKS	5.2	44.1		9.33		s 9.01	11.18			9.45	11.25	7.16	12.35	
	TO GERVAIS	2.4	38.9		9.27		s 8.54	11.12			9.35	11.15	7.07	12.27	
	POPLAR	0.7	36.5		9.23		8.50	11.08			9.30	**11.05**	7.02	12.22	
	TO-R WOODBURN	3.6	35.8		s **9.21**		s 8.48	11.06			**9.21**	11.00	7.00	12.20	
	TO HUBBARD	2.8	32.2		f 9.14		s 8.39	11.01			9.04	10.40	**6.53**	12.06	
	HITO	1.6	29.4		9.09		8.34	10.58			8.58	10.30	6.44	12.01 AM	
	AURORA	2.0	27.8		9.06		s 8.31	10.55			8.54	10.25	6.41	11.56 PM	
	BARLOW	1.6	25.8		9.02		f 8.26	10.52			8.47	10.15	6.37	11.52	
	TO CANBY	0.6	24.2		f 9.00		s 8.23	10.50			8.43	10.01	6.34	11.49	
	FLANDER	2.7	23.6		8.59		8.19	**10.49**			8.40	9.25	6.33	11.48	
	NEW ERA	0.7	20.9		8.54		8.14	10.44			8.30	9.15	6.26	11.40	
	COALCA	2.1	20.2		8.52		8.12	10.42			8.28	9.10	6.24	**11.38**	
	PULP	2.6	18.1		8.47		8.07	10.38			8.20	8.55	6.18	11.33	
	TO OREGON CITY	0.6	15.5		s **8.42**		s 8.02	10.33			8.10	**8.42**	6.12	11.28	
	W. V. R. CROSSING	1.2	14.9												
	PARK PLACE	2.7	13.7		8.36		s 7.54	10.28			8.00	8.10	6.07	11.23	
	CLACKAMAS	4.1	11.0		f 8.30		s 7.47	10.22			7.50	8.05	5.59	11.16	
	EAST MILWAUKIE	1.1	6.9		8.25		**7.41**	10.17			7.40	7.55	5.52	11.08	
	WILLSBURG JCT.	0.8	5.8	8.13 AM	8.23	8.28 AM	7.39	10.15	12.20 AM	4.05 AM	7.35	7.45	5.50	11.05	11.35 PM
	REED	0.9	5.0	8.12	8.22	8.27	7.37	10.13	12.17	4.02	7.32	7.42	5.47	11.02	11.32
	TO-R BROOKLYN	2.3	4.1	8.10	8.20	8.25	7.35	10.10	12.15 AM	4.00 AM	7.30 AM	7.40 AM	**5.45 PM**	11.00 PM	11.30 PM
Double Track	CLAY STREET	0.5	1.8	**8.00**	8.10	8.15	7.25	10.00							
	EAST MORRISON ST.	1.3	1.3	s 7.57	s 8.07	s 8.12	s 7.22	s 9.57							
	TO-R PORTLAND		0.0	**7.50 AM**	8.00 AM	8.05 AM	7.15 PM	9.50 PM							
	(121.8)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Saturday
	Time over District			(0.23)	(3.40)	(0.23)	(4.20)	(3.19)	(0.05)	(0.05)	(8.15)	(4.15)	(4.30)	(4.25)	(0.05)
	Average Speed per Hour			15.13	33.22	15.13	28.11	36.72	20.40	20.40	14.27	11.46	26.16	26.65	20.40

Rule S-72—Exceptions: Nos. 6, 16, and 18, are superior to Nos. 325 and 327; Nos. 326 and 328 are superior to No. 5.

See page 7 for Tallman Line trains using siding between Albany and Page, and page 11 for Falls City Line trains between Lemrock and Salem.

Falls City Line trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock without an order to do so. Eastward Second Class and extra trains may run ahead of Nos. 326 and 328 Willsburg Jct. to Brooklyn without an order to do so.

Additional Flag Stop No. 325 Brooklyn to receive or discharge company material and mail. Nos. 5 and 15 stop on flag to entrain passengers for points west of Eugene.

MARSHFIELD SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 123
August 7, 1932
Coos Bay Branch

Capacity of sidings in car lengths	SECOND CLASS 744 Mixed	SECOND CLASS 752 Local Freight	FIRST CLASS 334 Mixed	Distance from Eugene		STATIONS	Distance from San Francisco	FIRST CLASS 333 Passenger	SECOND CLASS 743 Mixed	SECOND CLASS 751 Local Freight
	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily					Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday
Yard BKWP			1.35 AM	0.0	R	EUGENE 1.0	647.3	s 1.00 AM		
Yard BKWOYP	7.00 AM	6.30 AM		1.0	TO-R	EUGENE YARD 1.0	648.3		2.00 PM	11.45 AM
			1.43	2.0		O. E. CROSSING 0.5	649.3	12.50		
69 P			1.44	2.5		SENECA 1.5	649.8	12.48		
P	7.15 AM	6.40	1.46	4.0	R	TRANSFER 0.3	651.3	12.45	1.45 PM	11.40
61		6.42	1.47	4.3		DANEBO 5.9	651.6	12.44		11.35
		7.00	f 1.58	10.2		MAYWOOD 3.0	657.5	f 12.27		
44 P		7.08	f 2.04	13.2	TO	VENETA 1.6	660.5	s 12.20		11.05
			f	14.8		LONG TOM 2.2	662.1	f		
			f	17.0		SAILOR 1.0	664.3	f		
30 WP		7.20	f 2.14	18.0		NOTI 3.0	665.3	f 12.08		10.45
		7.30	f 2.21	21.0		VAUGHN 3.2	668.3	f 12.01 AM		
20		7.40	f 2.27	24.2		FLAGG 1.2	671.5	f 11.54 PM		10.25
13 P			f 2.31	25.4		PENN 3.2	672.7	f 11.51		
30 P		7.55	f 2.38	28.6		WALTON 3.1	675.9	f 11.44		10.10
9 W			f	31.7		GLOBE 3.1	679.0	f		
			f 2.50	34.8		AUSTA 1.9	682.1	f 11.29		
9			f	36.7		LINSLAW 1.0	684.0	f		
60 P		8.15	f 2.58	37.7		RICHARDSON 3.1	685.0	f 11.22		9.40
			f 3.04	40.8		BEECHER 5.7	688.1	f 11.12		
47 WP		8.40	f 3.16	46.5		NEKOMA 3.3	693.8	f 11.01		9.10
60 P		**8.55**	f 3.25	49.8		SWISSHOME 3.5	697.1	f 10.53		**8.55**
13		9.20	f 3.33	53.3		RAINROCK 4.7	700.6	f 10.45		8.40
57 P		9.55	s 3.45	58.0	TO	MAPLETON 5.0	705.3	s 10.35		8.25
		10.10	f 3.58	63.0		BECK 2.1	710.3	f 10.22		8.10
			f 4.05	65.1		BETZEN 2.6	712.4	f 10.17		
60 WP		10.25	f 4.11	67.7		WENDSON 1.3	715.0	f 10.10		8.00
P		10.35	s 4.24	69.0	TO	CUSHMAN 1.7	716.3	s 10.07		7.45
20 P		10.50	f 4.30	70.7		SIBOCO 3.3	718.0	f 9.57		7.35
(Spur18) P		11.20	f 4.41	74.0		CANARY 3.7	721.3	f 9.50		7.20
13 P		11.55 AM	s 4.52	77.7		SILTCOOS 2.2	725.0	s 9.42		7.05
(Spur 12)		12.10 PM	f 5.00	79.9		ADA 1.1	727.2	f 9.36		6.55
40 P		12.20	f 5.04	81.0		BOOTH 4.5	728.3	f 9.33		6.45
19 P		12.45	f 5.17	85.5		KROLL 2.3	732.8	f 9.23		6.30
18		1.00	f 5.22	87.8		BRENHAM 3.7	735.1	f 9.18		6.20
42 P		1.30	s 5.32	91.5		GARDINER 1.6	738.8	s 9.08		6.05
53 BKWP		2.30 PM	s 5.37 AM	93.1	TO-R	REEDSPORT	740.4	9.00 PM		6.00 AM
	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily			(93.1)		Leave Daily	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday
	(0.15) 12.00	(8.00) 11.51	(4.02) 23.08			Time over District Average Speed per Hour		(4.00) 23.28	(0.15) 12.00	(5.45) 16.19

EASTWARD — WESTWARD

Time Table No. 123
August 7, 1932
Coos Bay Branch

Capacity of sidings in car lengths	SECOND CLASS 754 Local Freight	FIRST CLASS 334 Mixed	Distance from Eugene		STATIONS	Distance from San Francisco	FIRST CLASS 333 Passenger	SECOND CLASS 753 Local Freight
	Leave Daily Ex. Sunday	Leave Daily					Arrive Daily	Arrive Daily Ex. Sunday
53 BKWP	4.00 PM	5.42 AM	93.1	TO-R	REEDSPORT 4.8	740.4	s 8.55 PM	11.59 PM
30	4.20	f 5.53	97.9		THARP 2.8	745.2	f 8.40	11.29
		f	100.7		WILLARD 4.1	748.0	f	
60 WP	5.00	s 6.10	104.8		LAKESIDE 7.2	752.1	s 8.25	11.05
13	5.30	f 6.25	112.0		HAUSER 2.5	759.3	f 8.10	10.30
		f	114.5		ROGERS 1.2	761.8	f	
60	5.45	f 6.33	115.7		COOS 2.6	763.0	f 8.02	10.20
60 P	6.00	s 6.45	118.3		NORTH BEND 2.8	765.6	s 7.55	10.00
P		s 7.00	121.1		CENTRAL AVENUE 0.5	768.4	s 7.45	
Yard BKWOYP	6.25 PM	s 7.05 AM	121.6	TO-R	MARSHFIELD 0.8	768.9	7.40 PM	9.00 PM
YP			122.4		MILL SPUR 1.6	769.7		
			124.0		CLEO 1.8	771.3		
			125.8		HAYDEN 0.8	773.1		
			126.6		INLET 4.6	773.9		
54 P			131.2		OVERLAND 6.0	778.5		
25 P			137.2		CEDAR POINT 0.5	784.5		
19			137.7		CUNNINGHAM 0.8	785.0		
52 BP			138.5	TO	COQUILLE 2.8	785.8		
26			141.3		JOHNSON 0.3	788.6		
			141.6		G. H. CHANEY Logging R. R. Csg. 2.9	788.9		
41 P			144.5		NORWAY 0.9	791.8		
			145.4		YORK 2.0	792.7		
13 WTP			147.4	TO	MYRTLE POINT 1.7	794.7		
			149.1		ESTABROOK 3.3	796.4		
			152.4		BROADBENT 2.4	799.7		
43 P			154.8		WARNER 1.2	802.1		
			156.0		EMMONS 3.0	803.3		
P			159.0		REGAL 1.3	806.3		
41 YP			160.3		GAYLORD 5.9	807.6		
Yard BKWTP			166.2	TO-R	POWERS	813.5		
	Arrive Daily Ex. Sunday	Arrive Daily			(73.1)		Leave Daily	Leave Daily Ex. Sunday
	(2.25) 11.79	(1.23) 20.61			Time over District Average Speed per Hour		(1.15) 22.80	(2.59) 9.55

Rule S-72.—Exceptions: No. 754 is superior to No. 753.

Second class trains and extras may run ahead of delayed first-class trains between Eugene Yard and Transfer without an order to do so.

ADDITIONAL FLAG STOPS

Train	At	
All	Cosmos	M. P. 692.7
All		M. P. 714.5
All	School	M. P. 744.2
All	Bufo	M. P. 749.0
All	Helon	M. P. 756.4

	EASTWARD SECOND CLASS									WESTWARD SECOND CLASS			
Capacity of sidings in car lengths	718 Mixed	716 Local Freight	720 Local Freight	732 Local Freight	676 Local Freight	Distance from San Francisco		Time Table No. 123 August 7, 1932 Woodburn-Springfield Branch	Distance from Woodburn	717 Local Freight	723 Local Freight	713 Mixed	733 Local Freight
	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			STATIONS		Arrive Mon., Wed., Fri.	Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday
Yard WYP	11.45 AM					645.0	TO-R	SPRINGFIELD	92.8	9.55 AM			
(Spur 11)	11.57 AM					648.9		3.9 ARMITAGE	88.9	9.40			
15	12.10 PM					652.4		3.5 COBURG	85.4	9.20			
(Spur 10)	12.35					660.3		7.9 PRICEBORO	77.5	8.55			
12	12.46					663.6		3.3 ROWLAND	74.2	8.40			
9 PW	1.20					672.0	TO	8.4 BROWNSVILLE	65.8	8.15			
14	1.40					678.3		6.3 PLAINVIEW	59.5	7.52			
12	1.52					682.4		4.1 LOWSON	55.4	7.40			
13 YP	1.57	6.54 AM	6.55 AM	6.45 AM		684.8	R	2.4 TALLMAN	53.0	7.30	10.40 AM	2.43 PM	3.55 PM
24 KWP	2.22 PM	7.05 AM	7.20	7.15		688.5	ABS TO-R	3.7 LEBANON	49.3	7.20 AM	10.10	2.30 PM	3.45
14			7.50	7.30		692.8		4.3 BREWSTER	45.0		9.35		3.35
15			8.00	7.40		694.9		2.1 GRIGGS	42.9		9.17		3.25
12			8.10	7.50		697.4		2.5 CRABTREE	40.4		9.00		3.15
(Spur 11)			8.25	7.55		698.9		1.5 GAINES	38.9		8.50		3.10
						700.6		1.7 GILKEY	37.2				
17			8.40	8.10		702.9	TO	2.3 WEST SCIO	34.9		8.35		2.55
WYP			8.50	8.20 AM		704.7	R	1.8 SHELBURN	33.1		8.25		2.50 PM
16			9.00			706.9		2.2 NORTH SANTIAM	30.9		8.15		
12			9.10			708.3		1.4 WEST STAYTON	29.5		8.00		
WP			9.30			712.1		3.8 AUMSVILLE	25.7		7.45		
29			9.45			715.0		2.9 SHAW	22.8		7.25		
16			10.00			717.4		2.4 MACLEAY	20.4		7.10		
YP			10.10 AM		7.30 AM	719.4	R	2.0 GEER	18.4		7.00 AM		
19					7.40	721.3		1.9 PRATUM	16.5				
(Spur 10)					7.50	723.0		1.7 SWITZERLAND	14.8				
Yard WYP					9.00	727.3	TO	4.3 SILVERTON	10.5				
(Spur 11)					9.10	729.6		2.3 DOWNS	8.2				
28 P					9.20	731.5	TO	1.9 MT. ANGEL	6.3				
16					9.30	733.7		2.2 McKEE	4.1				
Yard WOYP					9.45 AM	737.8	TO-R	4.1 WOODBURN	0.0				
	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.	Arrive Tues. Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(92.8)		Leave Mon., Wed., Fri.	Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday
	(2.37) 16.63	(0.11) 20.22	(3.15) 10.65	(1.35) 11.51	(2.15) 8.18			Time over District Average Speed per Hour		(2.35) 16.84	(3.40) 9.44	(0.13) 17.05	(1.05) 18.37

Rule S-72. Exceptions: No. 718 is superior to No. 713. Nos. 716 and 732 are superior to Nos. 717 and 723.

ADDITIONAL FLAG STOPS: All trains, Crocus M. P. 665.8, Irvinville M. P. 685.5.

Nos. 720, 723, 732 and 733 will carry passengers.

	EASTWARD SECOND CLASS						WESTWARD SECOND CLASS	
Capacity of sidings in car lengths	740 Local Freight	706 Mixed	Distance from San Francisco		Time Table No. 123 August 7, 1932 Yaquina Branch	Distance from Albany	705 Mixed	739 Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Yd. BWOTP		7.00 AM	774.3	R	YAQUINA	83.4	1.30 PM	
			772.3		2.0 OYSTERVILLE	81.4		
P			766.6		5.7 ALTREE	75.7		
30 WP		7.45	765.6	TO	1.0 TOLEDO	74.7	12.45	
			759.3		6.3 STORRS	68.4		
		8.15	756.5		2.8 ELK CITY	65.6	12.05 PM	
		8.25	753.8		2.7 MORRISON	62.9	11.50 AM	
13 P		8.40	750.6		3.2 CHITWOOD	59.7	11.35	
35		9.00	745.2		5.4 EDDYVILLE	54.3	11.15	
40		9.20	738.9		6.3 NORTONS	48.0	10.50	
			735.8		3.1 REDFERN	44.9		
33 WTP		9.40	733.7		2.1 NASHVILLE	42.8	10.30	
36 P		**10.05**	728.5		5.2 SUMMIT	37.6	**10.05**	
9			726.0		2.5 DEVITT	35.1		
12 P		11.25	723.2		2.8 BLODGETT	32.3	8.30	
W			722.0		1.2 ALDER	31.1		
10			718.4		3.6 HARRIS	27.5		
			717.2		1.2 RUSSELL	26.3		
15 P		11.55 AM	715.9		1.3 WRENS	25.0	7.50	
		12.15 PM	710.3		5.6 NOON	19.4		
			709.4		0.9 FLYNN	18.5		
21 WP		12.30	708.5	TO	0.9 PHILOMATH	17.6	7.20	
			706.0		2.5 CONROY	15.1		
Yd. BKWOYP	2.15 PM	1.10	703.1	TO-R	2.9 CORVALLIS	12.2	7.00	9.40 AM
P	2.20	1.25	702.1		1.0 CORVALLIS JCT. (W.S.Crsg.)	11.2	6.40	9.35
25 P	2.35	1.50	697.1		5.0 GRANGER	6.2	6.23	9.20
			692.6		4.5 NORTH ALBANY	1.7		
Yd. BKWOYP	3.00 PM	2.15 PM	690.9	TO-R	1.7 ALBANY	0.0	6.00 AM	9.00 AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(83.4)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.45) 16.27	(7.15) 11.50			Time over District Average Speed per Hour		(7.30) 11.12	(0.40) 18.29

See page 8 for additional trains between Corvallis and Corvallis Jct.

	EASTWARD SECOND CLASS							WESTWARD SECOND CLASS		
Capacity of sidings in car lengths	734 Local Freight	714 Mixed	724 Local Freight	Distance from San Francisco		Time Table No. 123 August 7, 1932 Tallman Branch	Distance from Albany	731 Local Freight	719 Local Freight	715 Mixed
	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.			STATIONS		Arrive Daily Ex. Sunday	Arrive Tues. Thurs., Sat.	Arrive Mon., Wed., Fri.
13 YP	4.00 PM	2.45 PM	10.45 AM	697.3	R	TALLMAN	8.8	6.43 AM	6.53 AM	6.53 AM
14	4.06	2.51	10.51	695.4		1.9 GOLTRA	6.9	6.37	6.47	6.47
11	4.11	2.56	10.57	693.7		1.7 FRY	5.2	6.33	6.43	6.43
11	4.18	3.03	11.08	691.5		2.2 FROMAN	3.0	6.28	6.38	6.38
P	4.25	3.10	11.15	689.5 689.9		2.0 PAGE	1.0	6.24	6.34	6.34
Yd. BKWOYP	4.30 PM	3.15 PM	11.20 AM	690.9	TO-R	1.0 ALBANY	0.0	6.20 AM	6.30 AM	6.30 AM
	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.			(8.8)		Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.
	(0.30) 17.60	(0.30) 17.60	(0.35) 15.09			Time over District Average Speed per Hour		(0.23) 22.98	(0.23) 22.98	(0.23) 22.98

Nos. 719, 724, 731 and 734 will carry passengers.

	EASTWARD SECOND CLASS						WESTWARD SECOND CLASS
Capacity of sidings in car lengths	676 Local Freight	722 Local Freight	Distance from San Francisco		Time Table No. 123 August 7, 1932 Geer Branch	Distance from Geer	721 Local Freight
	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.			STATIONS		Arrive Tues., Thurs., Sat.
Yd. BKWOYP	7.00 AM	6.30 AM	725.9	TO-R	SALEM	6.5	10.40 AM
25	7.15	6.45	722.6		3.3 LACHMUND	3.2	10.25
24 YP	7.25 AM	6.55 AM	719.4	R	3.2 GEER	0.0	10.15 AM
	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.			(6.8)		Leave Tues., Thurs., Sat.
	(0.25) 16.31	(0.25) 16.31			Time over District Average Speed per Hour		(0.25) 16.31

Nos. 721 and 722 will carry passengers.

EASTWARD

BROOKLYN SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS	Distance from San Francisco		Time Table No. 123	Distance from Cook	FIRST CLASS	SECOND CLASS			
	682	760	742	744	328			August 7, 1932		327	681	741	757	743
	Local Freight	Mixed	Mixed	Mixed	Motor			West Side and Newberg Branch		Motor	Local Freight	Mixed	Mixed	Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Tues., Thurs., Sat.	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.
P				7.16 AM		651.3	R	TRANSFER 6.9	112.4					1.44 PM
28				7.32		658.2		ALVADORE 1.9	105.5					1.15
				7.40		660.6		GEORGETOWN 2.5	103.6					1.10
20				7.50		662.6		CHESHIRE 1.9	101.1					1.00
17				7.55		664.5		BEAR CREEK 2.4	99.2					12.55
15				8.02		666.9		FERGUSON 4.8	96.8					12.45
20			12.30 PM	8.49 AM		671.7	TO-R	MONROE 1.3	92.0			8.45 AM		12.30 PM
25 Y			12.35			673.0	R	ALPINE JCT. 1.8	90.7			8.40		
			12.45			674.8		BURNETT 1.1	88.9			8.31		
			12.49			675.9		BARCLAY 0.9	87.8			8.28		
			12.52			676.8		BRUCE 0.8	86.9			8.25		
(Spur 10)			12.54			677.6		RECKARDS 2.6	86.1			8.22		
			1.01			680.2		BUCHANAN 1.1	83.5			8.12		
37			1.05			681.3		GREENBERRY 3.3	82.4			8.08		
33			1.20			684.6		DRY CREEK 2.3	79.1			7.58		
50			1.30			686.9		BURGESS 2.0	76.8			7.50		
YdBKWOYP			1.40 PM		3.45 PM	688.9	TO-R	CORVALLIS 1.0 (Yaquina Csg.)	74.8	s 11.15 AM		7.45 AM		
P					s 3.49	689.9		CORVALLIS JCT. 3.8	73.8	s 11.09				
					f 3.54	693.7		LEWISBURG 2.5	70.0	f 11.04				
W					f 3.58	696.2		CALLOWAY 2.7	67.5	f 11.00				
23 P					s 4.02	698.9		WELLSDALE 3.1	64.8	s 10.55				
23 P					s 4.07	702.0		SUVER 2.0	61.7	s 10.50				
20 P					f 4.10	704.0		PARKER 3.0	59.7	f 10.47				
						707.0		WIGRICH JCT. 2.3	56.7					
12 P					s 4.20	709.3	TO	INDEPENDENCE 1.2	54.4	s 10.39				
51 P						710.5		V. & S. JCT. 3.8	53.2					
YP	1.50 PM				s 4.28	714.3	R	GERLINGER 0.7 (F. C. Csg.)	49.4	s 10.26	4.30 AM			
22 WP	1.55				s 4.31	715.0		DERRY 3.4	48.7	s 10.23	4.05			
(Spur 10) P	2.05				f 4.37	718.4		CROWLEY 4.4	45.3	f 10.15	3.55			
22 P	2.15				s 4.45	722.8		McCOY 5.3	40.9	s 10.08	3.45			
32 P	2.50				s 4.54	728.1		AMITY 2.6	35.6	s 9.59	3.30			
37 WYP	**3.45**	3.10 PM			s 5.00	730.7	R	WHITESON 4.2	33.0	s 9.53	3.20		9.00 AM	
BKWOP	4.30	3.25 PM			s 5.10	734.9	TO-R	McMINNVILLE 3.1	28.8	s 9.45	3.05		8.45 AM	
17 YP	5.00				f 5.17	738.0	R	ST. JOSEPH 1.5	25.7	f 9.34	2.45			
17 P	**5.20**				f **5.20**	739.5		LAFAYETTE 2.6	24.2	f 9.30	2.35			
10 P	5.35				s 5.25	742.1		DAYTON 4.0	21.6	s 9.25	2.25			
27 P	5.50				f 5.32	746.1		DUNDEE 2.4	17.6	f 9.18	2.15			
32 P	6.55				s 5.40	748.5 748.8		NEWBERG 2.0	15.2	s 9.13	2.00			
15 WP	7.10				f 5.48	750.8		SPRINGBROOK 2.2	13.2	f 9.06	1.45			
13 P	7.25				f 5.58	753.0		REX 1.3	11.0	f 8.58	1.35			
12 P	7.30				f 6.02	754.3		CHEHALEM 0.4	9.7	f 8.55	1.30			
11	7.35				f 6.03	754.7		VOTAW 1.4	9.3	f 8.53	1.25			
					f 6.06	756.1		MIDDLETON 1.5	7.9	f 8.51				
25 P	8.15				s 6.10	757.6		SHERWOOD 1.9	6.4	s 8.48	1.20			
					f 6.13	759.5		CIPOLE 1.0	4.5	f 8.45				
					f	760.5		HERRMAN 1.5	3.5	f				
20 P	8.40				f 6.17	762.0		TUALATIN 0.4	2.0	f 8.41	1.10			
					f	762.4		GALBREATH 1.6	1.6	f				
WYP	9.05 PM				s 6.22 PM	764.0		COOK	0.0	8.37 AM	1.00 AM			
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Tues., Thurs., Sat.	Arrive Daily			(112.4)		Leave Daily	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.	Leave Daily Ex. Sundav	Leave Mon., Wed., Fri.
	(7.15) 6.81	(0.15) 16.80	(1.10) 14.74	(1.33) 13.16	(2.37) 28.59			............Time over District............ ....Average Speed per Hour.........		(2.38) 28.40	(3.30) 14.11	(1.00) 17.20	(0.15) 16.80	(1.14) 16.55

EASTWARD

BROOKLYN SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	Distance from San Francisco		Time Table No. 123	Distance from Bailey Jct.	SECOND CLASS
	746			August 7, 1932		745
	Mixed			Bellfountain Branch		Mixed
	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday
	9.45 AM	679.9	R	DAWSON 1.8	4.9	9.41 AM
		678.1		CEBU 1.1	3.1	
	10.07	677.0		BELLFOUNTAIN 2.0	2.0	9.29
PW	10.22 AM	675.0	R	BAILEY JCT.	0.0	9.20 AM
	Arrive Daily Ex. Sunday			(4.9)		Leave Daily Ex. Sunday
	(0.37) 7.94			............Time over District............ ....Average Speed per Hour.........		(0.21) 14.00

EASTWARD

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	Distance from San Francisco		Time Table No. 123	Distance from Alpine Jct.	SECOND CLASS	
	748			August 7, 1932		745	747
	Mixed			Alpine Branch		Mixed	Mixed
	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
12		678.8		GLENBROOK 2.6	5.8		
12	11.00 AM	676.2	R	ALPINE 1.2	3.2		10.35 AM
WP	11.15	675.0	R	BAILEY JCT. 2.0	2.0	9.15 AM	10.25 AM
25 Y	11.30 AM	673.0	R	ALPINE JCT.	0.0	9.05 AM	
	Arrive Daily Ex. Sunday			(5.9)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.30) 6.40			............Time over District............ ....Average Speed per Hour.........		(0.10) 12.00	(0.10) 7.19

EASTWARD

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco		Time Table No. 123	Distance from Whiteson	SECOND CLASS
	760	758			August 7, 1932		757
	Mixed	Mixed			Willamina Branch		Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday
Yard BKWOY		12.30 PM	749.3	TO-R	WILLAMINA 4.6	18.7	11.25 AM
21		1.00	744.7	TO	SHERIDAN 4.2	14.1	11.10
15		1.25	740.5		BALLSTON 2.8	9.9	10.40
Y	2.15 PM	1.35 PM	737.7	R	BROADMEAD 2.6	7.1	10.30
	2.25		735.1		HARRISON 0.8	4.5	10.15
22	2.30		734.3		BRIEDWELL 3.7	3.7	10.10
37 WYP	**2.50 PM**		730.6	R	WHITESON	0.0	9.55 AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(18.7)		Leave Daily Ex. Sunday
	(0.35) 12.18	(1.05) 10.71			............Time over District............ ....Average Speed per Hour.........		(1.30) 12.47

See page 7 for additional trains between Corvallis and Corvallis Jct.

No. 328 wait at Derry ten minutes for motor coach connection.

BROOKLYN SUBDIVISION

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS			FIRST CLASS		Distance from San Francisco		Time Table No. 123 August 7, 1932 Westside and Tillamook Branch	Distance from Willsburg Jct.	FIRST CLASS		SECOND CLASS		
	682	686	684	328	326					327	325	681	683	685
	Local Freight	Local Freight	Local Freight	MOTOR	Passenger					MOTOR	Passenger	Local Freight	Local Freight	Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Yd. BKWOTP		3.00 PM	6.00 AM		10.21 AM	793.1	TO-R	TIMBER 0.6	52.0		s 10.41 AM		9.15 AM	4.05 AM
(Spur 13) P					f	792.5		HULBERT 3.3	51.4		f			
(Spur 16)					f	789.2		WALCOTT 0.7	48.1		f			
62 P		3.20	6.20		s **10.33**	788.5		STRASSEL 3.6	47.4		s **10.33**		9.00	3.45
(Spur 25) P		3.35	6.40		s 10.45	784.9		SCOFIELD 3.7	43.8		s 10.21		8.40	3.30
23 WYP		3.50	7.00		s 10.56	781.2		BUXTON 2.3	40.1		s 10.11		8.15	3.15
					s 11.01	778.9		MANNING 0.6	37.8		s 10.06			
					f	778.3		CARSTENS 0.9	37.2		f			
					f	777.4		THORNBURG 0.9	36.3		f			
					f 11.06	776.5		DAVIES 1.8	35.4		f 10.00			
34 P		4.15	**7.45**		s 11.13	774.7		BANKS 0.9	33.6		s 9.57		**7.45**	2.55
(Spur 23)					f	773.8		WILKESBORO 1.3	32.7		f			
(Spur 9)		4.25			s 11.17	772.5		ROY 2.3	31.4		s 9.51		7.30	2.40
23		4.35			f 11.23	770.2		SCHEFFLIN 1.1	29.1		f 9.47		7.20	2.35
		4.40	8.45		f 11.25	769.1		BAGLEY 2.7	28.0		f 9.44		7.15	2.30
48						766.4		MAHAN 0.9	25.3					
21 P					s 11.32	765.5		MAIN STREET 0.1	24.4		s 9.38			
						765.4		O. E. CROSSING 0.4	24.3					
Yd. BKWOYP		5.35	**9.33**		s 11.43	765.0 766.2	TO-R	HILLSBORO 1.6	23.9		s **9.33**		7.00	2.20
P					11.47	767.8	A.B.S.	NEWTON 3.1	22.3		9.23			
33 P		5.50	9.50		s 11.54	770.9		REEDVILLE 1.5	19.2		s 9.17		5.35	1.20
9					f 11.56	772.4		ALOHA 0.6	17.7		f 9.13			
P					f 11.57	773.0		HUBER 1.1	17.1		f 9.12			
					11.59 AM	774.1		ST. MARYS 1.3	16.0		9.10			
50 P		6.10	10.05		s 12.05 PM	775.4	TO	BEAVERTON 2.2	14.7		s 9.08		5.20	1.05
			10.10		f 12.09	777.6		FANNO 0.8	12.5		f 9.00		5.07	12.50
13		6.20	10.15		f 12.10	778.4		ROBINSON 0.8	11.7		f 8.58		5.04	12.45
IP						779.2		O. E. CROSSING 0.7	10.9					
		6.25	10.25		f 12.14	779.9		TIGARD 2.9	10.2		f 8.55		4.54	12.40
WYP	9.05 PM	6.45	10.50	6.22 PM	s 12.22	782.8 764.0	A.B.S. R	COOK 0.5	7.3	s 8.34 AM	s 8.50	1.00 AM	4.50	12.30
48	9.07	6.50	10.52	f 6.23	12.23	764.5		BRYANT 0.5	6.8	f 8.33	f 8.48	12.55	4.45	12.25
						765.0		LAKE GROVE 0.4	6.3					
						765.4		GOODIN 2.4	5.9		f			
25 P	9.19	7.04	11.10	s 6.31	s 12.33	767.8	TO	OSWEGO 0.3	3.5	s 8.24	s 8.40	12.45	4.30	12.05 AM
P	9.21	7.05	11.15	6.32	12.35	768.1		WILSONIA 0.9	3.2	8.21	8.36	12.35	4.20	11.49 PM
34 P	9.25	7.09	11.17	6.34	12.37	769.0		MENEFEE 1.1	2.3	8.19	8.34	12.31	4.16	11.43
	9.29	7.13	11.29	f 6.37	s 12.40	770.1		MILWAUKIE 1.2	1.2	f 8.17	s 8.32	12.27	4.12	11.40
P	9.34 PM	7.18 PM	11.34 AM	6.42 PM	12.43 PM	771.3		WILLSBURG JCT.	0.0	8.14 AM	8.29 AM	12.22 AM	4.07 AM	11.36 PM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily			(52.0)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday
	(0.29) 15.11	(4.18) 12.09	(5.34) 9.34	(0.20) 21.92	(2.22) 21.98			............Time over District............ ....Average Speed per Hour.........		(0.20) 21.92	(2.12) 23.63	(0.38) 11.53	(5.08) 10.13	(4.29) 11.60

ADDITIONAL FLAG STOPS: Nos. 325 and 326—Ironhill M. P. 780.2, Fashion M.P. 787.7 and M.P. 791.6 east of Hulbert.
No. 325 stop to detrain passengers from east of Beaverton.
No. 326 stop to detrain passengers from Tillamook branch also stop at stations east of Cook to detrain passengers from west of Cook.
Nos. 325 and 326 interchange passengers with motor coaches at Beaverton.

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	Distance from San Francisco		Time Table No. 123 August 7, 1932 West Side Branch	Distance from Hillsboro	SECOND CLASS
	750					749
	Local Freight					Local Freight
	Leave Daily Ex. Sunday			**STATIONS**		Arrive Daily Ex. Sunday
17 YP	11.00 AM	738.0	R	ST. JOSEPH 4.2	26.5	10.10 AM
95 BKWP	11.15	742.2	TO	CARLTON 1.7	22.3	10.00
		743.9		BATAN 1.7	20.6	
20 P	11.25	745.6		YAMHILL 2.4	18.9	9.25
14 P	11.35	748.0		COVE ORCHARD 2.7	16.5	9.10
11	11.45	750.7		WAPATO 2.4	13.8	9.00
17 WP	11.55 AM	753.1		GASTON 0.7	11.4	8.50
31	12.01 PM	753.8		PATTON 1.1	10.7	8.35
(Spur 20)	12.10	754.9		SEGHERS 2.0	9.6	8.30
21 P	12.20	756.9		DILLEY 0.9	7.6	8.20
	12.25	757.8		DETOUR 1.2	6.7	8.10
P		759.0		FOREST GROVE 1.9	7.9	
23		758.5 759.2		CARNATION 2.5	6.0	
28 P	1.15	761.7		CORNELIUS 1.0	3.5	7.30
		762.7		KILLGORE 0.9	2.5	
P		763.6		JOBE 1.1	1.6	
P	1.35	764.7		RANGE 0.5	0.5	6.45
Yard BKWOYP	2.00 PM	765.2	TO-R	HILLSBORO	0.0	6.30 AM
	Arrive Daily Ex. Sunday			(26.5)		Leave Daily Ex. Sunday
	(3.00) 8.83			............Time over District............ ....Average Speed per Hour.........		(3.40) 7.23

EASTWARD — WESTWARD

Capacity of sidings in car lengths		Distance from San Francisco		Time Table No. 123 August 7, 1932 Newberg Branch	Distance from Jefferson St.	
				STATIONS		
P		768.1	A.B.S.	WILSONIA 1.3	6.7	
		769.4		ELK ROCK 0.2	5.4	
		769.6		RIVERWOOD 0.3	5.2	
		769.9		RIVERA 1.4	4.9	
18		771.3		CEMETERY 1.0	3.5	
		772.3		SOUTHERN PORTLAND 0.3	2.5	
		772.6		JONES 0.5	2.2	
(Spur 10)		773.1		ZIMMERMAN 0.2	1.7	
		773.3		MULBOX 1.5	1.5	
Yard		774.8		JEFFERSON ST.	0.0	
				(6.7)		
				............Time over District............ ....Average Speed per Hour.........		

BROOKLYN SUBDIVISION

	EASTWARD								WESTWARD			
Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS	Distance from San Francisco	Time Table No. 123 August 7, 1932 Tillamook Branch		Distance from Timber	FIRST CLASS	SECOND CLASS			
	692 Local Freight Leave Daily Ex. Sunday	688 Local Freight Leave Daily Ex. Sunday	326 Passenger Leave Daily			STATIONS		325 Passenger Arrive Daily	687 Local Freight Arrive Daily Ex. Sunday	691 Local Freight Arrive Daily Ex. Sunday		
Yd. BKWOYP	5.30 PM		7.15 AM	855.8	TO-R	TILLAMOOK 2.5	62.7	s 1.55 PM		1.50 PM		
			f	853.3		JUNO 1.9	60.2	f				
12	5.45		f 7.23	851.4		IDAVILLE 1.5	58.3	f 1.44		1.29		
(Spur 10)	5.55		s 7.28	849.9		BAY CITY 3.5	56.8	s 1.40		1.10		
20	6.15		f 7.35	846.4		MIAMI 0.7	53.3	f 1.28		12.40		
19	6.20		s 7.39	845.7	TO	GARIBALDI 1.9	52.6	s 1.25		12.35		
12 W	6.25		s 7.43	843.8		BARVIEW 1.4	50.7	s 1.20		12.20		
			f	842.4		WATSECO 0.6	49.3	f				
			f 7.49	841.8		TWIN ROCKS 0.6	48.7	f 1.14				
			f	841.2		SALTAIR 0.5	48.1	f				
	6.45		s 7.54	840.7		ROCKAWAY 0.7	47.6	s 1.10		12.05 PM		
11	6.50		f 7.57	840.0		LAKE LYTLE 0.7	46.9	f 1.06		11.50 AM		
			s	839.3		MANHATTAN BEACH 0.7	46.2	s				
			f	838.6		HADDON 1.5	45.5	f				
26	7.00		f 8.05	837.1		JETTY 0.6	44.0	f 12.59		11.30		
26 P	7.15		s 8.07	836.5		BRIGHTON 2.9	43.4	s 12.57		11.25		
Yd. BKWOP	7.40 PM	6.00 AM	s 8.18	833.6	TO-R	WHEELER 0.4	40.5	s 12.50	10.30 AM	11.00 AM		
			s	833.2		HALL ST. 2.0	40.1	s				
10 P		6.30	s 8.26	831.2		MOHLER 1.8	38.1	s 12.37	10.15			
			f	829.4		FOLEY 1.0	36.3	f				
(Spur 12)		6.40	f 8.33	828.4		KNUDSON 1.3	35.3	f 12.31	10.00			
61			f 8.36	827.1		FOSS 0.4	34.0	f 12.28				
			f	826.7		LYNBROOK 1.6	33.6	f				
59 P		7.05	f 8.40	825.1		BATTERSON 2.6	32.0	f 12.23	9.31			
			f	822.5		NEHALEM FALLS 1.4	29.4	f				
			f	821.1		MAPLES 1.3	28.0	f				
			f 8.52	819.8		RECTOR 0.9	26.7	f 12.12				
16 P		8.00	f **8.54**	818.9		WAKEFIELD 3.2	25.8	f 12.10	**8.54**			
33 TP		**8.25**	f 9.01	815.7		SALMONBERRY 2.3	22.6	f 12.02 PM	**8.25**			
15			f 9.06	813.4		BELFORT 1.1	20.3	f 11.56 AM				
20 P			f 9.08	812.3		PRESTON 1.3	19.2	f 11.53				
22 WTP		**9.17**	s **9.17**	811.0	TO	ENRIGHT 0.6	17.9	s 11.49	8.00			
			f	810.4		CREEKSIDE 2.4	17.3	f				
(Spur 17)			f	808.0		EDWARDS 1.0	14.9	f				
11 P		9.45	f 9.30	807.0		BELDING 0.6	13.9	f 11.37	7.40			
			f	806.4		HILLBURN 1.3	13.3	f				
17 P		10.00	f 9.37	805.1		MAYO 5.1	12.0	f 11.31	7.30			
Yd. KWOTP		**11.13**	s 10.00	800.0	TO	COCHRAN 1.4	6.9	s **11.13**	7.00			
10		11.20	f 10.04	798.6		RELIANCE 1.8	5.5	f 11.04	6.30			
38 P		11.30	f 10.10	796.8		WEDEBURG 2.5	3.7	f 10.56	6.20			
(Spur 23)		11.50	s 10.15	794.3		WEST TIMBER 1.2	1.2	s 10.48	6.05			
Yd. BKWOTP		11.59 AM	s 10.17 AM	793.1	TO-R	TIMBER	0.0	10.45 AM	6.00 AM			
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily			(62.7)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		
	(2.10) 10.24	(5.59) 6.74	(3.02) 20.67			Time over District Average Speed per Hour		(3.10) 19.80	(4.30) 9.00	(2.50) 8.32		

ADDITIONAL FLAG STOPS: Nos. 325 and 326; M. P. 804.6; Ripple, M. P. 809.4; Stonehill M. P. 826.1; old station platform Garibaldi M. P. 845.2.

	EASTWARD							WESTWARD	
Capacity of sidings in car lengths	SECOND CLASS			Distance from San Francisco	Time Table No. 123 August 7, 1932 Mill City Branch		Distance from Shelburn	SECOND CLASS	
		710 Local Freight Leave Daily Ex. Sunday	708 Local Freight Leave Daily Ex. Sunday			STATIONS		707 Local Freight Arrive Daily Ex. Sunday	709 Local Freight Arrive Daily Ex. Sunday
				750.0		IDANHA 3.4	45.0		
14				746.6		LARSON 0.7	41.6		
28 BKOT		11.20 AM		745.9	R	DETROIT 5.1	40.9		3.35 PM
		11.50 AM		740.8		HALLS 0.7	35.8		3.05
10				740.1		GRANITE MOUNTAIN 6.3	35.1		
P		12.20 PM		733.8		NIAGARA 3.5	28.8		2.35
				730.3		SCHROEDER 0.8	25.3		
24 P		12.40		729.5		GATES 2.9	24.5		2.15
33 KWYP		12.55 PM	1.15 PM	726.6	TO-R	MILL CITY 4.1	21.6	9.55 AM	2.00 PM
			1.35	722.5		FOX VALLEY 2.3	17.5	9.35	
(Spur 9)				720.2		FAWN 0.9	15.2		
17 WP			1.50	719.3		LYONS 0.6	14.3	9.20	
20 Y				718.7		MILLWOOD 3.3	13.7		
				715.4		WILLIAMS 4.5	10.4		
14 P			2.20	710.9		KINGSTON 5.9	5.9	8.50	
WYP			2.45 PM	705.0	R	SHELBURN	0.0	8.25 AM	
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(45.0)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(1.35) 12.19	(1.30) 14.40			Time over District Average Speed per Hour		(1.30) 14.40	(1.35) 12.19

Rule S-72—Exceptions: No. 710 is superior to No. 709.

	EASTWARD						WESTWARD	
Capacity of sidings in car lengths			Distance from San Francisco	Time Table No. 123 August 7, 1932 Molalla Branch		Distance from Canby		
					STATIONS			
Yard			757.6	TO	MOLALLA 3.0	10.8		
10			754.6		LIBERAL 0.1	7.8		
			754.5		W. V. R. CROSSING 2.3	7.7		
24			752.2		RAMES 0.9	5.4		
			751.3		SCOTT 1.7	4.5		
			749.6		KRAFT 2.8	2.8		
36			746.8	TO-R	CANBY	0.0		
					(10.8)			
					Time over District Average Speed per Hour			

EASTWARD — BROOKLYN SUBDIVISION — WESTWARD

Time Table No. 123

August 7, 1932

Falls City Branch

Capacity of sidings in car lengths		SECOND CLASS 730	682	738	726	Distance from San Francisco		STATIONS	Distance from Salem	SECOND CLASS 681	725	737	729
		Mixed	Local Freight	Local Freight	Local Freight					Local Freight	Local Freight	Local Freight	Mixed
		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
25	YWP	12.45 PM				746.8	TO-R	BLACK ROCK	28.6				11.45 AM
								3.8					
12	YP	1.00				743.0	TO	FALLS CITY	24.8				11.20
								2.5					
	YP	1.20				740.5		BUMAN	22.3				11.12
								0.3					
		1.21				740.2		BRIDGEPORT	22.0				11.11
								1.0					
		1.24				739.2		FERNS	21.0				11.08
								0.4					
12	P	1.25				738.8		GILLIAMS	20.6				11.07
								0.9					
		1.28				737.9		TEATS	19.7				11.05
								4.0					
Yd.	BKWOYP	2.00 PM	1.30 PM		11.00 AM	733.9	TO-R	DALLAS	15.7	5.10 AM	6.50 AM		10.45 AM
								4.2 (Monmouth Csg.)					
					11.15	729.7		NESMITH	11.5	4.50	6.34		
								0.8					
	YP		1.45 PM	1.20 PM	11.18	728.9	R	GERLINGER	10.7	4.45 AM	6.32	9.15 AM	
								0.4 (W. S. Csg.)					
33				1.25	11.20	728.5		THIELSEN	10.3		6.30	9.10	
								1.4					
				1.30	11.25	727.1		GREENWOOD	8.9		6.26	9.06	
								1.5					
				1.35	11.30	725.6		McNARY	7.4		6.22	9.02	
								0.9					
				1.38	11.33	724.7		HOSFORD	6.5		6.19	8.59	
								0.8					
	WP			1.41	11.36	723.9		EOLA	5.7		6.16	8.56	
								1.3					
33	P			1.50	11.40	722.6		WINONA	4.4		6.12	8.52	
								2.0					
(Spur 11)				1.57	11.48 AM	720.6		WEST SALEM	2.4		6.05	8.45	
								0.4					
12						720.2		PINCKNEY	2.0				
								0.5					
						719.7		O. E. CROSSING	1.5				
								0.3					
						719.4		O. E. CROSSING	1.2				
								0.6					
	P			2.10	12.05 PM	718.8		LEMROCK	0.6		5.55	8.35	
								0.6					
Yd.	BKWOYP			2.15 PM	12.15 PM	718.2	TO-R	SALEM	0.0		5.50 AM	8.30 AM	
		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(28.6)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
		(1.15) 10.32	(0.15) 20.00	(0.55) 11.68	(1.15) 12.56			Time over District Average Speed per Hour		(0.25) 11.99	(1.00) 15.70	(0.45) 14.27	(1.00) 12.90

See pages 4 and 5 for additional trains between Lemrock and Salem. Falls City branch trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock without an order to do so.

ADDITIONAL FLAG STOPS: Black Rock Post Office ½-mile East Black Rock exchange mail. Nos. 729 and 730 will carry passengers.

SPECIAL INSTRUCTIONS

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

Ashland	Chas. A. White	Portland, 245 Wash. St.	Wm. H. Saxton
Medford	Larry Schade	Reedsport	E. Haskell
Grants Pass	Bert Barnes	Marshfield	J. H. Mills
Roseburg	A. Salzman	Coquille	V. R. Wilson
Eugene	J. A. Hoffman	Springfield	E. G. Privat
Eugene	Seth Laraway	Hillsboro	J. L. Anderson
Albany	F. M. French & Son	McMinnville	Dielschneider Bros.
Salem	Pomeroy & Keene	Corvallis	R. G. Warren
Woodburn	E. E. Piper	Dallas	W. C. Retzer
Canby	J. A. Fosmark	Tillamook	Eugene Jenkins
E. Portland, Weatherly Bldg.	W. L. Young		

RULE 14. Following whistle signal will be used:

Movement via Siskiyou Line at Springfield Jct., one long, one short, one long.

RULE 14 (b). Within the city limits of Salem, Albany and Portland, not necessary to give two long sounds of whistle when stop is made before passing over crossings except that when visibility is obscured by fog or inclement weather moderate use of whistle will be made.

RULE 14 (m). At crossings within the city limits of Salem, Albany, Portland, and Hillsboro, it will not be necessary to give one long sound of whistle approaching crossings, except that when visibility is obscured by fog or inclement weather moderate use of whistle will be made.

Eastward freight trains will discontinue whistling approaching Brooklyn.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations only the trains indicated will register:

Eugene: First-class trains.
Springfield: All, except Nos. 15, 16, 17, 661, 662 and 663.
Geer: All except No. 676.
Woodburn: No. 676, and trains originating and terminating.
Transfer: Nos. 743 and 744.

Extra trains will register at:

Grants Pass
Glendale
Albany
Salem
Tallman
Shelburn
St. Joseph
Cook
Gerlinger
Alpine Jct.
Dallas
Timber

Registration of Marshfield subdivision trains originating or terminating at Eugene passenger station will be transmitted by telephone to operator at Eugene Yard Office, who must enter same on register. The entry must be verified by operator at yard office repeating registration for verification.

RULE 83 (B). At open train order offices trains may register by ticket as follows:

Oakridge: First-class trains and No. 662.
Springfield Jct.: All trains.
Brooklyn: All, except trains originating and terminating.
Springfield: Nos. 5, 6 and 18.
Eugene Yard: First-class trains.

RULE 83 (D). Trains must obtain a clearance before leaving:

Medford
Grants Pass
Oakridge
Marshfield
Albany
Salem
Mill City
Corvallis
Dallas

Eugene: No. 7.
Eugene Yard: No. 334.

Rule S-83 (E). In column captioned “Handled on Trip” of register the number of the extra trains running order must be written for identification purposes. Trains may check the register against extra trains at these points and proceed if such extra train appears on the register with the number of its running order corresponding with the number of its running order as designated by the order in possession of the restricted train.

RULE 92. Will not apply to movement of trains East Morrison Street, to Portland.

RULE 93. Cars may be stored on east leg of wye Alpine Jct. (Monroe yard) on main track at Bailey Jct. (Monroe yard), on main track west of Alpine (Glenbrook yard) and on Geer main track (Salem yard).

RULE 93. Yards are established at the following stations:

ASHLAND

MEDFORD
(Medford yard limits extend to yard sign west of Kane.)

GOLD HILL
GLENDALE
ROSEBURG
GRANTS PASS
WEST FORK
DRAIN

COTTAGE GROVE
(Cottage Grove yard limits extend to yard sign 300 feet west of west switch Monett and to yard sign M. P. 627.1.)

EUGENE
(Eugene yard limits extend to yard signs west of University Spur, Eugene, east of Eugene Yard, east of Seneca.)

CRESCENT LAKE

CASCADE SUMMIT

SPRINGFIELD
(Springfield yard limits extend to Springfield Junction, and to yard signs west of Mohawk Junction.)

WENDLING
OAKRIDGE

ALBANY
(Albany yard limits extend to yard sign west of Page.)

SALEM
(Salem yard limits extend to yard signs east of Fair Grounds, west of Pringle, west of West Salem and west of Lachmond.)

WOODBURN
(Woodburn yard limits extend to yard sign west of Poplar.)

CANBY
(Yard limits extend to yard sign at M. P. 748.2 Mollala branch.)

PORTLAND
(Portland yard limits extend to yard signs west of Willsburg Junction and Jefferson St.)

REEDSPORT
(Yard limits extend to yard sign 50 feet west of Umpqua River bridge.)

MARSHFIELD
(Marshfield yard limits extend to yard signs west of North Bend and east to M. P. 771.2).

OVERLAND

COQUILLE
(Coquille yard limits extend to yard sign west of Cedar Point.)

MYRTLE POINT
WARNER
GAYLORD

POWERS
(Powers yard limits extend to yard sign, 300 feet west of M. P. 812.)

TOLEDO
(Toledo yard limits extend to yard sign west of Altree.)

YAQUINA

MILL CITY

DETROIT
(Detroit yard limits extend to yard sign west of Larson.)

OSWEGO
(Oswego yard limits extend to yard signs 2110 feet east of Junction switch Wilsonia on Newberg Branch, and 57 feet west of west switch Menefee.)

COOK
(Cook yard limits extend to yard signs east of Bryant, west of Jean, and west of west wye Switch on Tigard Branch.)

BEAVERTON
(Beaverton yard limits extend to yard sign east of Reynolds)

HILLSBORO
(Hillsboro yard limits extend to yard signs west of Range, west of Mahan and east to M. P. 766.7, West Side Branch.)

FOREST GROVE

CARLTON

SILVERTON
SHELBURN
TALLMAN
GEER
LEBANON

INDEPENDENCE
(Independence yard limits extend to yard sign east of V. & S. Jct.)

CORVALLIS
(Corvallis yard limits extend to yard signs east of Corvallis Junction, and west of Burgess.)

MONROE
(Monroe yard limits extend to yard sign east of Alpine Junction, west of Bailey Jct. on Alpine Branch and west of Bailey Jct. on Bellfountain Branch.)

GLENBROOK
(Glenbrook yard limits extend to yard sign east of Alpine.)

DAWSON
(Dawson yard limits extend to stop sign west of Dawson.)

BROADMEAD
(Broadmead yard limits extend to yard sign west of Perrydale.)

DALLAS
(Dallas yard limits extend to yard sign west of Monmouth.)

WILLAMINA

NEWBERG
(Newberg yard limits extend to yard sign east of Meridian and west of First Street.)

ST. JOSEPH
(Yard limits extend to yard signs at M. P. 737.5 and M. P. 738.4 West Side Branch and to M. P. 738.4 Newberg Branch.)

McMINNVILLE

WHITESON

GERLINGER
(Gerlinger yard limits extend to yard sign east of Thielsen, and east of Derry.)

COCHRAN
ENRIGHT
FOSS
WHEELER

WINONA

BLACK ROCK

BUXTON

TIMBER
(Timber yard limits extend to yard sign east of Hulbert.)

GARIBALDI
(Garibaldi yard limits extend to yard sign west of Miami.)

TILLAMOOK

MOLALLA

RULE 104. THE NORMAL POSITION OF SWITCHES AT JUNCTIONS WILL BE AS FOLLOWS:

Wilsonia	For West Side Branch	Alpine Jct.	For West Side Branch
Cook	For Newberg Branch	Transfer	For Marshfield Subdivision
Beaverton	For West Side Branch	Bailey Jct.	For Bellfountain Branch
Hillsboro	For Tillamook Branch	Broadmead	For Willamina Branch
St. Joseph	For Newberg Branch	Dallas	For Falls City Branch
Whiteson	For West Side Branch		

Ashland—Eastward freight trains will use No. 1 track and when necessary double over to No. 3 track. Westward freight trains will use No. 4 track and when necessary double to No. 2 track. During the hours no yard engine is on duty both freight and passenger trainmen will be required to head their trains in and out of Ashland yard, also set out or pick up any cars for their train and handle their engines to and from roundhouse.

Roseburg—Passenger trains taking siding to meet trains will use No. 5 track, entering switch for eastward trains just east of signal No. 5724, for westward trains just west of signal No. 5729. Eastward freight trains entering yard will use No. 1 track. Westward freight trains will use scale track. Trains holding main track must stop clear of switch used by train to be met in entering No. 5 track.

Eugene Siding extends from signals 6472-6473 to signals 6490-6491 and first class trains (except Marshfield Subdivision first class trains) will use siding between signals 6472-6473 and 6476-6477.

Eugene Yard Siding extends from signals 6490-6491 to signals 6504-6505.

Marshfield subdivision main track ends at Eugene at switch connecting with Eugene siding at signals 6482-6483. Marshfield Subdivision trains must use this siding to and from Eugene Passenger Station. Other trains must not use this siding when such use will interfere with the movement of Marshfield Subdivision first-class trains. Switch at junction Marshfield Subdivision main track and Eugene siding must be left set and locked for Marshfield Subdivision.

Page siding extends from signals 6896-6897 to signals 6902-6903.

Oregon Electric Ry. connection is located at M. P. 691.3, Albany yard.

Albany siding extends from signals 6902-6903 to signals 6910-6911.

When eastward first-class trains are to take siding at Albany to meet other trains they will take siding at connection switch just east of signals 6906-6907.

Tallman Branch main track ends at clearance point west of west switch Page. Tallman Branch trains must use Page siding and Albany siding between Page and Albany, other trains must not use Page siding and Albany siding when such use will interfere with the movement of Tallman Branch trains.

Yaquina Branch main track ends at switch at east end of curve connecting with track parallel with main track in east end of Albany yard which is track nearest the passenger station.

Geer Branch at Salem ends at signboard near passenger station and at Geer ends at first wye switch which must be left set and locked for west leg of wye.

When eastward trains are to take siding at Salem to meet other trains, they will take siding at connection switch just east of signals 7178-7179.

Canby siding extends from signals 7464-7465 to signals 7468-7469. Flander siding extends from signals 7468-7469 to signals 7478-7479. Molalla Branch ends at Flander at west wye switch connecting with the siding which extends to Canby.

West wye switch Geer will be left set and locked for movements between Salem and Lebanon and east wye switch for movements between Salem and Silverton.

West wye switch Shelburn will be left set and locked for movements between Mill City and Lebanon, and east wye switch for movements between Lebanon and Geer.

East wye switch at Tallman will be left set and locked for movements between Albany and Lebanon and west wye switch for movements between Lebanon and Brownsville.

Oregon Electric Ry. connection is located at M. P. 688-D east of Lebanon Station.

At Larson, junction switch for Hammond Lumber Company spur, leading off main track will be lined and locked for their spur, this acting as a derail. Main track between this junction switch and west yard limit sign will be used as an interchange track. Trains and engines using this track must move with caution expecting to find track occupied by cars.

Switches at Corvallis and Corvallis Jct. must be left set and locked for movement between Wellsdale and Philomath via Sixth Street line.

At Dallas west wye switch connecting with Monmouth Branch will be left set and locked for the wye, Monmouth Branch main track between this switch and junction switch at water tank 1000 ft. east will be used as a storage track. Trains to and from Monmouth Branch will move through west leg of wye connecting with Falls City Branch.

At Dallas, all Falls City Branch trains use Monmouth Branch main track between junction switch and passenger station.

DERAILERS IN MAIN TRACK

Clearance point main track Wendling Branch at Mohawk Jct.
241 ft. west of west siding switch main track at Detroit.
Clearance point main track West Side Branch at Willsburg Jct.
Yaquina, 500 feet west of station.
Clearance point main track Falls City Branch at Lemrock.
Clearance point main track West Side Branch at Wilsonia.
160 ft. east of junction switch main track West Side Branch at St. Joseph.
Clearance point main track West Side Branch at Transfer.
Clearance point main track Alpine Branch at Bailey Jct.
375 feet east of east switch, Glenbrook.
100 feet east of Dawson.
Willamina, 850 feet west of station.
600 feet east of siding at Black Rock.

Derail installed on Mill Spur, Cochran, fifty feet east of Lift Bridge. See that this derail is set to derail before using this track and handle no cars west of derail.

RULE 221. The light will not be displayed in train order signals at following stations, except when train orders are to be delivered:

Enright
Mt. Angel
West Scio
Marcola
Buxton
Garibaldi
Silverton
Philomath
Toledo
Brownsville
Cochran
Wheeler
Carlton
Lyons
Summit
Monroe
Sheridan
Falls City
Coquille
Myrtle Point

RULE 221A. That portion 4th paragraph Rule 221-A permitting Operators to wig-wag train order signal under certain conditions will not apply at:

Cascade Summit—eastward trains
Wicopee " "
Springfield Jct.—eastward trains from Siskiyou Line
Myrtle Creek—all trains

or at any train order office when due to weather or other conditions visibility of enginemen on approaching train is obscured.

RULE 509. When a block signal in advance of facing point oil buffer spring switch indicates "Stop," careful examination of switch must be made before passing over it.

RULE 516. Overlap posts affecting trains are located:

Eastward trains: Latham, 1700 feet west of signal 6252.
Swain, 1900 feet east of signal 6594 or opposite fouling point of storage track.
East Milwaukie, 500 feet west of east switch.

Westward trains: Reed, 1740 feet east of west switch.

RULE 827. Eastward freight trains will stop for inspection at Cruzatte, Wicopee, McCredie Springs and Timber, except that when stop is made at Fields of ten minutes or more inspection will be made there instead of Wicopee. Westward freight trains will stop at Hugo and Mayo. Between other points maximum distance any freight train may run without stopping for inspection will be between points where stops are made to take water, providing such stops are not greater than 50 miles apart. Freight trains not permitted to run more than 50 miles without stopping for inspection.

USE OF RETAINERS

Retainers will be used on descending grades as follows:

Cascade Summit-Oakridge Glendale-Grants Pass	1 valve for every 140 Ms in train.
Timber-Enright Black Rock-Falls City	1 valve for every 100 Ms in train.
Tunnel 25-Buxton Summit-Nashville	1 valve for every 120 Ms in train.
Divide-Comstock Rice Hill-M.P. 594 Rice Hill-M.P. 602 Freight trains only	1 valve for every 150 Ms in train.

Speed of freight trains must not exceed TWENTY-FIVE (25) MILES per hour. For the first FIVE (5) MILES the time consumed in traveling any one mile must not be less than THREE (3) MINUTES. This will not be authority to exceed specified speed restrictions.

Freight and work trains passing Cochran must be given a retainer test by car inspectors when on duty and by trainmen when car inspectors are not on duty. Trains must not leave Cochran with more than one retainer in ten inoperative.

Gross tonnage of any freight train must not exceed 100 Ms per operative brake between Timber and Belding.

AIR BRAKE TESTS

Running tests must be made as follows:

Before descending grades east and west of Dimmick, Tunnel 9, Tunnel 8, east of Rice Hill, west of Divide and east of Cascade Summit.

Eastward passenger trains, for Dimmick, leaving Grants Pass; for Tunnel 9, at home signal east of Hugo; for Tunnel 8, through Wolf Creek; for Rice Hill on curves west of Isadora.

Westward passenger trains, for Tunnel 8, leaving Glendale; for Tunnel 9, through Leland, east of station; for Dimmick, through Merlin.

Eastward passenger trains before passing Clay Street.

Marshfield Subdivision—One mile east and west of Siuslaw River Bridge Cushman, Umpqua River Bridge at Reedsport, Coos Bay Bridge between Coos and North Bend, Coalbank Slough at Marshfield.

Newberg Branch—East and west of Rex.

Tillamook Branch—Eastward trains before descending grade east of Tunnel 25.

Standing air brake tests must be made on eastward freight trains at Cascade Summit, and all trains at Cochran.

Between Cascade Summit and Oakridge an emergency hose must be applied on eastward freight trains at the most accessible place between the 8th and 15th cars from the head end.

Before descending grades, eastward trains Cascade Summit, eastward and westward trains Cochran, between November 1st and May 1st each year, with freight trains, the brake pipe must be blown out by uncoupling the hose between the first and second cars, then open angle cock on the head end of second car and the rear of the first.

When helper engine is in train, after rear end test has been made, the leading engine must not attempt to start until the helper engine has whistled off. The helper engine must not whistle off until receiving a signal from rear, which will not be given before the air pressure on caboose gauge indicates 70 pounds.

When air hose has been separated and pressure in rear of train has leaked below 70 pounds, as indicated on caboose gauge, before starting train, signal must be given from rear end. In order to carry out these instructions, a trainman must be stationed so as to observe caboose gauge.

Air brakes on two adjoining cars must not be cut out leaving any station where cars can be separated.

Standing air brake test will be made one minute before passenger trains leave Union Station, Portland, as follows: Air inspector will attach gauge to rear end of train and give four blasts of air signal from rear car. Enginemen will make full service application. Inspector will note fall of pipe pressure and then signal engineman to release by four blasts of air signal. If pressure comes up on brake pipe on rear end to the standard carried, conductor will be advised that train is ready to proceed. Passenger trains leaving Portland will not make running test until after crossing Willamette River Bridge. Rear brakeman of westward passenger trains making running test after crossing Willamette River Bridge, Portland, per Rule 16, Rules and Regulations Governing Care and Operation of Air Brake and Air Signal Apparatus, must signal enginemen by use of signal whistle.

When passing over Willamette River Bridge, Portland, a trainman will remain at rear of train in position to apply emergency brake if necessary.

AUTOMATIC BLOCK SYSTEM

Between signal bridge west of train order office, Brooklyn, and Clay St., trains stopped by signals 7666, 7672, 7678, 7686, 7691, 7693, 7687, 7679 or 7673 may then proceed with caution not exceeding 12 miles per hour, to next clear distant or home signal. Flagman need not precede train.

Movement over S. P. & S. crossings against the current of traffic on double track East Portland between Main and Madison Streets will be governed by signals governing traffic on the opposite track.

If the view of signals is obstructed, flag over this crossing.

First-class trains run with caution between signal bridge west of train order office Brooklyn and Union Station Portland, also within yard limits Cascade Summit.

Lemrock—Dwarf signal 7191 on Falls City Branch governs movements of trains from Falls City Branch.

Normal indication of home signal at Willsburg Junction on West Side Branch is stop. If signal does not clear after switch is lined for diverging route be governed by Rule 509.

When a West Side Branch train is stopped by signal 7657 and opposing train is standing on main track clear of junction switch at Willsburg Junction, it may proceed immediately with caution, not exceeding 12 miles per hour to junction switch, providing track is seen to be clear to that switch.

Eastward main line trains holding meet or waiting for opposing trains to enter West Side Branch at Willsburg Junction will stop West of signal 7646 west of Willsburg Junction.

Eastward trains occupying main track at East Milwaukie to be met will stop west of sign reading "Overlap," located left side of track 500 feet west of east switch.

Eugene Yard—Signal 6487 governs movement of westward trains from yard tracks to main track. Signal indicates proceed only when both switches are lined for movement from yard to main track and block is unoccupied.

Springfield—Dwarf signal 6196 on Woodburn-Springfield Branch governs movements of trains from Woodburn-Springfield Branch.

Mohawk Jct.—Dwarf signal 6180 on Wendling Branch governs movements of trains from Wendling Branch.

Albany—Oregon Electric trains using Southern Pacific track between Albany and Lebanon will cross Southern Pacific main track just west of signal 6912-6913 and use Albany and Page sidings between Tallman Branch track and junction switch at Lafayette Street and in addition to complying with Rules 83, 83-C and 93, must obtain permission from operator at Albany before crossing Southern Pacific main track.

Lebanon—Oregon Electric junction switch is located at M. P. 688.9. Normal position of switch is for Southern Pacific main track. Normal indication of block signal on Oregon Electric track is "stop" and will change to "proceed" when switch is opened providing Southern Pacific main track is clear between block signals on Southern Pacific main track located on both sides of junction switch. Oregon Electric trains must obtain permission from operator when on duty before entering Southern Pacific main track.

Oregon Electric Junction Lebanon is protected by automatic signals 6888 and 6891. Signal 6889 on Oregon Electric is normal at stop and will clear only after derail and main line switch is lined for O. E. If signal does not clear, Rule 509 governs. Derail and switch should not be operated unless indicators show clear.

Approaches to tunnels Nos. 13, 15, 16 and 19, Marshfield subdivision are protected by block signals.

At Ashland, trains or engines stopped by signals 4293 or 4297 may proceed with caution not exceeding 12 miles per hour.

Eastward trains holding main track at Coos to meet a westward train, will stop west of block signal located between switches of siding, unless train to be met is on the siding.

INTERLOCKING

SPRINGFIELD JCT.—Interlocking limits extend from Signal 6447, east of junction switch, and Signals 6208 on Cascade Line and 6446 on Siskiyou Line. Top arm of Signal 6447 will govern route to Cascade Line, lower arm to Siskiyou Line.

SPOKANE, PORTLAND & SEATTLE RY. CROSSING between Main and Madison Sts., Portland.

WILLAMETTE VALLEY RAILROAD CROSSING just east of Oregon City.

HAWTHORNE AVENUE, PORTLAND, between Clay St. and East Madison St.

WILLAMETTE RIVER BRIDGE between East Portland and Portland.

NORTHERN PACIFIC TERMINAL COMPANY YARD, Portland.

WILLAMETTE RIVER BRIDGE, between Albany and North Albany.

SIUSLAW RIVER BRIDGE, just east of Cushman.

UMPQUA RIVER BRIDGE, between Gardiner and Reedsport.

COOS BAY BRIDGE, between Coos and North Bend.

WILLAMETTE RIVER BRIDGE, between Salem and Pinckney.

OREGON ELECTRIC RY. CROSSING between Tigard and Robinson.

Railroad Crossings not interlocked.

Eugene Yard and Seneca..........	O. E. Crossing
Albany Yard......................	O. E. Crossings
Gerlinger.........................	Falls City Branch
Dallas............................	Monmouth Branch
Salem.............................	O. E. Crossings on Trade Street
Pinckney and Lemrock...........	O. E. Crossings M.P. 719.4 and M.P. 719.7
Beaverton........................	O. E. Crossing
Hillsboro, Range Street..........	O. E. Crossing
Rames and Liberal...............	W. V. R. Crossing

at which trains will stop before crossing and be governed by Rule 14 (B). When trains stop on crossings not protected by interlocking signals the other line must be protected per Rule 99.

At W. V. R. crossing just east of Oregon City the normal position of the signals and derailers governing the Interlocking Plant are proceed and derailers closed for Southern Pacific trains. When these signals are at "Stop," the Conductor or person in charge of the train must send two flagmen ahead in order to pass signals, and after careful inspection, when it is known there is no one in the Interlocking station to operate the plant, and that the signals are at stop and derailers governing the movement of W. V. R. trains are set to derail, and that derailers on either side of the crossing governing Southern Pacific trains are closed and route known to be clear for Southern Pacific trains, flagman will give "proceed" signal.

At railroad crossing with the Willamette Valley Railway east of Liberal, between sunset and sunrise, and during the day when the view is obscure due to fog or any other condition, flagmen must be sent in each direction a sufficient distance on the Willamette Valley Railway to insure full protection of the movement over the crossing.

Crossing with Oregon Electric at Tigard is controlled by automatic signals, normal position stop. A train approaching on either line will cause signals to change to proceed position provided no train is occupying the circuit on opposite line. If signal does not give proceed indication to train approaching crossing, train must be preceded by flagman and train must not move beyond signal in stop position until it receives proceed signal from flagman at railroad crossing, and flagman must not give proceed signal until satisfied that any approaching train on opposite line has stopped.

At Hawthorne Ave., Portland, hand signals permitted by Rule 628 may be given by signal operator in tower to move through interlocking plant.

Interlocking plant Willamette River Bridge between East Portland and Portland is governed by O. W. R. R. & N. rules, which Rules are identical with Southern Pacific Rules. United Railway tracks cross both main tracks at the center of Front Street between Willamette River Bridge and Union Station, Portland. Movements over United Railway tracks are protected by connection with interlocking signals governing movement over O.-W. R. R. & N. main tracks.

The following whistle signals will be used for movements through interlocking plant:

To Portland, one long.
To Albina, one long, one short.
To S. P. Main Line, one short, one long.
To Transfer Track, one long, one short, one long.
To Graham (Sulivan Gulch Line), two long.
To East Second St., two short, one long.
To S. P. Yard, one short, one long, one short

MISCELLANEOUS

Portland Union Station.—Trainmen and Enginemen are subject to the rules and regulations of the Northern Pacific Terminal Co.

Engineers of westward through passenger trains in making steam pipe tests of trains before leaving Union Station Portland, will use pressure of 130 pounds; other passenger trains 100 pounds.

Pulp siding is private track and must not be used for meeting trains between 8 a. m. and 5 p. m. on week days.

Monmouth, Perrydale, Wigrich and Buman are located on industry spur tracks.

At Salem, Falls City Branch trains use main track between Lemrock and Salem. Such trains must call operator Salem on telephone from Lemrock and obtain permission to proceed to Salem. Operator Salem when permitting this move must hold all opposing trains until the train arrives.

In making up trains main line movement, consisting of loads and empties, a sufficient number of empties must be placed on head end of train when construction of cars will permit in order to equalize braking power. Wood frame cars must in all cases be placed behind loads in rear of train. This will not apply to branch line freight trains, to locals of less than forty cars or to trains picking up and setting out at stations between Brooklyn and Eugene.

Markers must be kept burning on trains between Lawler and Cascade Summit.

Trains switching at Oakridge must have engine on East end of cars being switched, except when switching on siding where moves are protected by derail.

SPECIAL INSTRUCTIONS—Continued

Helper engines should be cut in at Oakridge behind forty-eight cars, but in all cases ahead of all wooden underframe cars. In the event train consists of only forty-eight cars or less, helper engines should be cut in ahead of six cars, including caboose, and ahead of all wooden frame cars. This does not modify Rule 834.

Helper engines take full tank of water before leaving Cascade Summit returning light to Oakridge.

Short movements with heavy freight trains to spot for oil and water are prohibited. In all cases where it is necessary to make a short move to reach oil or water column, including that required to spot second engine of double-header, locomotive must be cut off before spotting at column, except, westward freight trains taking water at McCredie Springs, Wicopee and Cruzatte, will spot road engine without detaching from train. When this has been accomplished, engineer on road engine will make a 15-pound brake pipe reduction. When such reduction is noted by engineers of helper engines in rear of train, both helper engines will cut off and back up to water spout. Engineer of lead helper engine will indicate to brakeman when to cut off. After cutting helper engines off, brakeman must secure rear portion of train ahead of helpers with sufficient hand brakes to hold train. Helper engines after taking water must return to train and couple up immediately. If any work found necessary on engines or train, it must be done after helpers are recoupled to train. Engineer on road engine, when helpers are detached, must note carefully brake pipe pressure. When pressure leaks below 55 pounds, he must immediately recharge brake pipe.

Between Eugene and Ashland, all helpers of freight trains will be put in train behind 75 per cent of tonnage of train.

When necessary to leave cars on siding at Cochran they must be placed 200 feet west of west crossover switch.

Use caution from end of long trestle to new sawmill on down-town track at Tillamook. Engines must not run on high-line trestle spur.

At Wilkesboro, S. P. & S. log trains operate on overhead crossing of Southern Pacific tracks. Southern Pacific trains will stop before passing under the S. P. & S. track while log trains are passing on overhead crossing in either direction.

Car limit on descending grades between Westimber and Belding fifty cars with one Consolidation on head end, thirty-five cars with one small 2900 Class Engine on head end. Sixty cars Westimber to Buxton with Consolidation or large 2900 Class Engine on head end.

Trains should have sufficient water leaving Wheeler and Tillamook making it unnecessary to take water between these points.

Two or more engines coupled must not operate over truss bridges between Geer and Coburg.

Pacific Spruce Company have permission to move their engine between their sawmill and their logging road within yard limits at Toledo. Keep a sharp lookout for this engine.

At Newberg, Spaulding Lumber Co. have permission to move their engine on main track in yard limits, trains will keep sharp lookout for this engine.

At Dundee, use four cars ahead of engine in addition to cars being spotted at Cannery on high line track.

Single wire line between Marshfield and Myrtle Point is telegraphone line and all concerned are cautioned not to use the high voltage line on opposite side of track.

When cars are left on grades not protected with derailers they must be chained to rail.

Dead engines in trains will be handled on head end not more than eight or ten cars from road engine, except on Tillamook Branch dead logging engines will be handled at least five cars ahead of caboose.

It is not permissible to handle K. & J. cars in mixed trains.

SIDINGS

Cascade Summit { Eastward siding (Lake Side).
Westward siding (Station Side, on right going west).

Oakridge—No. 1 Track—Passenger Trains.
No. 2 Track—Eastward freight trains.
No. 3 Track—Westward freight trains.

Junction City—No. 1 Track.
Brooklyn—Track "A."
Reedsport—New Track, opposite Passenger Station.
Johnson—Siding on hill on east side of track.
Myrtle Point—House Track.
Oswego—Track opposite station between west switch and connection to main track.
McMinnville—Track on west side main track opposite passenger station.
Whiteson—Siding, opposite Station.
Burgess—Track east of station signboard.
Cochran—Long track between east switch and connection to main track west of station.

Engines over 200,000 lbs. on drivers will not operate over tracks listed below:

MEDFORD
(Big Pines Spur)
(Clark-Henry Track)
(Connection leading to Clark-Henry Track)
(Old Jacksonville Ry. track)

GLENDALE
(Oil Spur)

MYRTLE CREEK
(Standard Oil Spur)
(Shell Oil Spur)

DOLE
(House Track)

ROSEBURG
(Rip Track)
(Kenny Spur)

SUTHERLIN
(Stock Yard Track)

DEADY
(Spur Track)

LATHAM
(Yard Track)
(Chambers Spur)

GOSHEN
(House Track)

EUGENE
(Jennings Spur)
(House Track)
(Woolen Mill Spur)
(Gas Spur)

SPRINGFIELD
Woodburn-Springfield Wye
Booth-Kelly Tracks
High Line Log Spur
Flour Mill Spur

HEMLOCK
(Western Lbr. Co. Spur)
(Gravel Spur)

4300 and 4400 class engines must not operate over following tracks:

Haskell..........Powder spur.
Clackamas........Stock track.
Park Place.......Gravel spur.
Oregon City.....House track and paper mill track.
Pulp...........Log spur or Rock spur.
Coalca...........Doernbecker siding.
New Era.........Spur track.
Canby...........Pit track, stock track and team track.
Barlow...........Spur track.
Aurora...........House track.
Woodburn........Woodburn-Springfield Branch main track may be used as far as the cannery. Back tracks should not be switched over with heavy power from west end. From east end back tracks may be switched to clearance point on each track.
Gervais..........House track.
Brooks...........House track and team track.
Fair Grounds.....Tile spur, wood spur, oil spur, Valley Packing spur, Fair Grounds spur.
Salem...........East leg of wye. Geer line lead.
Turner...........House track.
Marion...........House track.
Jefferson.........House and back tracks.
Millersburg......House track.
Albany..........Tracks 3 and 4, house track, track on Railroad Street, Main Line, wye and all tracks in old C. & E. yard (except main track and wye).
Tangent.........Mill track.
Shedd...........House track.
Halsey...........House track.
Harrisburg.......House track.
Junction City....All inside tracks.
Irving...........House track.

Engines weighing over 122,000 lbs. on drivers must not operate over siding at Cedar Point, Johnson track Coquille, and over connection between high-line and No. 4 track and the high-line track in Marshfield yards.

4300 to 5000 class engines should not use siding between east switch and crossover switch Rogue River and when taking siding at Central Point should use the crossover switch west of station instead of extreme west switch.

Engines larger than 2900 class must not use Canby Pit tracks.

LOCATION OF WATER TANKS BETWEEN STATIONS

Main Line:
M. P. 536.2

Marshfield Branch:
M. P. 780.8

Mill City Branch:
M. P. 738.9

Yaquina Branch:
M. P. 750.2

West Side Branch:
M. P. 661.8
M. P. 673.9

Tillamook Branch:
M. P. 803.3
M. P. 818.5
M. P. 827.7

Newberg Branch:
M. P. 768.6

COMMERCIAL TRACKS NOT OTHERWISE SHOWN ON TIME TABLE

All tracks are connected at both ends unless otherwise specified.

Medford Subdivision:

Rosenberg Bros. M.P.439.6—4 cars (spur)
Rock Point..........M. P. 459.4—4 cars

Brooklyn Subdivision
Main Line:

Hawley Pulp and Paper Co................M. P. 752.2—27 cars
Haskell.............M. P. 761.0—7 cars

Woodburn-Springfield Branch:

Chestnut......M. P. 650.5—3 cars (spur)
Wilkins.......M. P. 656.5—6 cars (spur)
Twin Buttes..M. P. 667.6—3 cars (spur)
R.L.Stanwood M. P. 671.0—5 cars
Linn..........M. P. 674.3—3 cars (spur)
Irvinville.....M. P. 685.5—11 cars
C.W.Paper Co.M. P. 687.9—30 cars (spur)
Balm..........M. P. 696.5—10 cars (spur)
Shaff.........M. P. 709.9—4 cars
Baron........M. P. 732.6—10 cars (spur)

Yaquina Line

Bittner Plug Lbr. Co......M. P. 764.5—3 cars (spur)

West Side Branch:

F. R. & S. A. Johnson ....M. P. 774.5—3 cars (spur)
Ironhill................M. P. 782—7 cars

Falls City Branch:

Brophy........M. P. 724.4—2 cars (spur)
Dutch Creek..........M. P. 743.8—8 cars
Monmouth...........M. P. 757.5—9 cars

Willamina Branch:

Holmes.......M. P. 732.0—4 cars (Spur)
Winch........M. P. 737.2—7 cars (Spur)
Tucker.......M. P. 738.9—6 cars (Spur)
Wabash.......M. P. 742.1—2 cars (Spur)
Shell Oil Co...M. P. 745.4—2 cars (Spur)
S. F. York Lumber Co..M. P. 745.7—4 cars (Spur)
Shipley........M. P. 746.3—3 cars (Spur)
Perrydale.....M. P. 739.9—12 cars

Tillamook Branch:

Wilkesboro Brick and Tile Co......M. P. 773.5—3 cars (spur)
L. H. Timber Co.....M. P. 804.6—17 cars
Ripple.............M. P. 809.4—11 cars
Stonehill............M. P. 826.1—30 cars
Hammond Tillamook Lbr. Co..........M. P. 812.8—13 cars (spur)

Marshfield Subdivision

McCormac....M. P. 770.5—62 cars
Basin.........M. P. 783.4—20 cars (spur)

SPECIAL INSTRUCTIONS—Continued

SPEED RESTRICTIONS

Trains must not exceed the speed in miles per hour shown below:

Page	Between	Passenger	Freight	Engines Running Backward
2	Ashland—Medford	45	30	20
2	Medford—Grants Pass	50	35	20
2	Grants Pass—M. P. 481.3	35	20	15
2	M. P. 481.3—M. P. 485.3	50	35	20
2	M. P. 485.3—Glendale	35	20	15
2	Glendale—Reuben	45	20	20
2	Reuben—M. P. 539.4	28	20	15
2	M. P. 539.4—Roseburg	50	35	15
2	Roseburg—M. P. 594	50	30	15
2	M. P. 594—M. P. 602	25	20	15
2	M. P. 602—Comstock	50	30	15
2	Comstock—Divide	25	20	15
2–3	Divide—Eugene	50	30	20
3	Crescent Lake—Cascade Summit	60	35	20
3	Cascade Summit—Heather	30	20	15
3	Heather—Oakridge	30	25	15
3	Oakridge—Natron	45	35	20
3	Natron—Springfield	50	35	20
3	Springfield—Springfield Jct	35	30	15
3	Mohawk Junction—Wendling	25	18	12
4–5	Eugene—Hito	60	40	20
4–5	Hito—Portland	50	35	15
6	Eugene—Noti	45	30	15
6	Noti-Marshfield	35	25	15
6	Marshfield—Myrtle Point	18	18	10
6	Myrtle Point—Powers	25	18	15
7	Woodburn—Geer	25	25	15
7	Geer—Balm	30	20	15
7	Balm—Lebanon	35	20	15
7	Lebanon—Springfield	30	25	15
7	Page—Tallman	30	25	20
7	Salem—Geer	35	25	15
7	Albany—Philomath	35	20	18
7	Philomath—Yaquina	25	18	12
8–9	Wilsonia—Middleton	50	30	15
8	Middleton—Springbrook	20	15	10
8	Springbrook—Corvallis	50	30	20
8	Corvallis—Transfer	40	30	20
8	Alpine Junction—Glenbrook	18	18	12
8	Bailey Junction—Dawson	18	18	12
8	Whiteson—Willamina	25	18	15
8	Broadmead—Perrydale	25	18	15
9	Willsburg Junction—Wilsonia	40	30	20
9	Cook—Hillsboro	40	30	20
9	Hillsboro—St. Joseph	40	30	20
9	Jefferson Street—Wilsonia	50	20	15
9	Hillsboro—Banks	45	30	20
9	Banks—Buxton	35	20	15
9	Buxton—Timber	25	15	10
10	Timber—Enright	20	15	10
10	Enright—Wheeler	25	18	10
10	Wheeler—Tillamook	35	20	12
10	Canby—Molalla	30	20	20
10	Shelburn—Gates	25	18	15
10	Gates—Idanha	20	15	12
11	Dallas—Monmouth	25	18	15
11	Salem—Dallas	35	20	15
11	Dallas—Falls City	30	18	12
11	Falls City—Black Rock	20	15	10

SPEED OF TRAINS THROUGH CITY LIMITS.

	Miles per hour		Miles per hour
Medford	16	North Bend	25
Central Point—5 a. m. to 10 p. m.	20	Marshfield	15
Roseburg	15	Lebanon	12
Yoncalla	25	Milwaukie	12
Cottage Grove	25	Oswego	10
Creswell	20	Newberg	20
Eugene	15	LaFayette	15
Junction City	20	Beaverton	8
Harrisburg—5 a. m. to 10 p. m.	20	Hillsboro	15
Halsey	20	Cornelius	12
Albany	12	Forest Grove	15
Turner	35	Gaston	15
Salem	20	Carlton	10
Gervais—6 a. m. to 9 p. m.	25	McMinnville	12
Woodburn	25	Independence	12
Hubbard	25	Corvallis	15
Aurora—5 a. m. to 10 p. m. Westward	25	Monmouth	12
Eastward	20	Dallas	12

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

MAXIMUM SPEED

F-4-5 and Consolidation Engines 45 miles per hour.

Mallet Engines class AC-1-2-3-4-5-6 40 miles per hour.

Engines with tenders of less than 9000 gallons capacity 50 miles per hour.

Speed limit for light engines, or engines running with caboose only:

	Miles Per Hour
Yard and other engines with pilots removed or not equipped with engine or pony trucks	20
Engines with drivers 50 inches diameter or less	30
F-4-5, Consolidations and Mallet AC-1-2-3-4-5-6	35
Other engines	40

Light engines must not exceed 25 miles per hour between Corvallis and Transfer.

Engines operated coupled tender to tender must not exceed speed permitted engines running backwards.

Disabled engines will be governed by following restrictions:

When main rod only is removed..........................30 miles per hour
When side rods only are removed.........................30 miles per hour
When both main and side rods are removed..............20 miles per hour

F-4-5 type engines must not exceed 6 miles per hour backing through switches.

On curves of 7 to 10 degrees, trains must not exceed 28 miles per hour; 10 to 12 degrees, 20 miles per hour; over 12 degrees, 15 miles per hour, except that where F-3600 or 3700 class engines are operated, trains must not exceed 25 miles per hour on 10 degree curves; 20 miles per hour on curves 10° 30′ to and including 12° 30′; 15 miles per hour on curves 12° 30′ to and including 15 degrees, and 12 miles per hour on curves 15 to 17 degrees.

Trains handling steam relief outfit must not exceed 25 miles per hour on main line between Ashland and Portland, Crescent Lake and Eugene, and 18 miles per hour on other lines.

Maximum speed allowed trains handling logs loaded on flat or logging cars is twenty (20) miles per hour unless otherwise restricted, and must not exceed fifteen (15) miles per hour over truss bridges, around curves of over six degrees, and passing through stations and tunnels.

Trains must not exceed 15 miles per hour passing through sidings on Main line and 12 miles per hour through sidings on other lines.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

MEDFORD SUBDIVISION

Medford—Reduce to 10 miles per hour over Main Street crossing.

Passenger trains reduce to 20 miles per hour and freight trains to 15 miles per hour on 12 degree curves between Tunnel No. 5 and west switch at Brandt and on 12 degree curve between culvert 527-E and culvert 528-A.

AC Class engines not exceed 6 miles per hour on house track at Green and track 4 Glendale.

SPRINGFIELD SUBDIVISION

Springfield Jct.—Reduce to 15 miles per hour entering or leaving Siskiyou Line.

Divide—4300 Class engines must not use wye.

Crescent Lake and Odell Lake—Maximum speed of passenger trains on curves 50 miles per hour.

Odell Lake and Cascade Summit—Maximum speed of passenger trains on curves 45 miles per hour.

Natron and Springfield—Maximum speed of passenger trains on curves 45 miles per hour.

Lowell—Siding cannot be used by passenger trains.

BROOKLYN SUBDIVISION—MAIN LINE

Eugene and Hito—Maximum speed of passenger trains on curves, 50 miles per hour.

Woodburn—Engines 3600 to 3768, inclusive, and 4300 class, must not use west leg of wye or west end of tracks leading off east leg of wye.

Pulp—4300 class engines must not use siding.

W. V. R. Crossing—Reduce to 20 miles per hour over crossing.

Brooklyn and Portland—15 miles per hour passing shop buildings Brooklyn, over Powell Street; and between Powell Street and Grand Avenue; 10 miles per hour between Grand Avenue and East Oak Streets, and over Grand Avenue and East Oak Streets; 15 miles per hour between East Oak Street and Front Street, and 10 miles per hour Front Street and Union Station. 4300 and 4400 class engines 6 miles per hour over curves and frogs east end Willamette River Bridge.

YAQUINA BRANCH

Reduce to 15 miles per hour through tunnels and over Willamette River, Albany.

NEWBERG BRANCH

Oswego and Goodin—Trains handling logs reduce to 20 miles per hour.

Cook—Reduce to 20 miles per hour over Junction switch.

Newberg—Consolidation engines must not be used on Shell Oil Co. track.

Dundee—Consolidation engines must not be used on prune-drier or back spur track.

WEST SIDE BRANCH

Monroe—Engines 122,000 lbs. or over on drivers must not use brick yard track.

FALLS CITY BRANCH

Salem—Reduce to 12 miles per hour on 24 degree curve between east end Union Street and Lemrock and to 15 miles per hour over Willamette River bridge.

Buman Rock Spur—2900 class engines reduce to 8 miles per hour.

TILLAMOOK BRANCH

Cochran and Mayo—Westward trains reduce to 12 miles per hour over Wolf Creek Bridge at west end of tunnel 27 M. P. 803.6.

MARSHFIELD SUBDIVISION

Eugene and Walton—Engines running backward permitted to make 20 miles per hour on tangent track.

Reduce to 10 miles per hour on draw spans Coos Bay, Coalbank Slough and Baker Creek Bridge No. 10, Coquille Bridges 1, 2, 5, 7, 8, 9, 12, 13, and tunnel 1 between Myrtle Point and Powers.

Trains handling logs must stop before entering tunnels 14 and 20 westward and 13 and 18 eastward and at Coos to inspect condition of loads, and not exceed 8 miles per hour between North Bend and Anderson Ave., Marshfield.

SPECIAL INSTRUCTIONS—Concluded

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE.

EMPLOYES ARE WARNED THAT IT IS DANGEROUS TO STAND ERECT ON TOP OF CARS OR TO RIDE ON SIDES OF CARS WHILE PASSING THESE POINTS, AND THAT THEY MUST PROTECT THEMSELVES FROM INJURY.

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
	All water tanks and water columns have impaired side clearance at spout.			
	MEDFORD SUBDIVISION			
490	Hugo-Leland	Tunnel No. 9	16.7	4.0
505	Wolf Creek-Glendale	Tunnel No. 8	16.0	4.1
514	Reuben-Brandt	Tunnel No. 7	16.3	4.2
514	" "	Tunnel No. 6	15.2	3.3
515	" "	Tunnel No. 5	16.1	3.6
516	" "	Tunnel No. 4	16.3	4.2
518	Brandt-West Fork	Tunnel No. 3	17.1	4.8
518	5180 feet East	Rock Cut		5.4
521	Brandt-West Fork	Tunnel No. 2	17.0	4.7
521-C	West Fork-Cow Creek	West Fork Creek Crossing	21.8	4.9
523	4490 feet East	Rock Cut		5.2
525	125 " "	" "		5.8
526	3700 " "	" "		5.7
526	3865 " "	" "		5.3
526	4785 " "	" "		5.2
528	600 " "	" "		5.4
530.8	Cow Creek-Peck	Tunnel No. 1	16.4	4.7
539	1450 feet East	Rock Cut		5.5
	SPRINGFIELD SUBDIVISION—ROSEBURG-SPRINGFIELD JCT.			
	Veatch—Loading slip and loading device on spur constitutes impaired overhead clearance when in loading position. See that it is raised and locked to proper clearance before placing cars.			
	CASCADE LINE			
537.8	Cascade Summit-Abernathy	Tunnel No. 3	20.5	5.6
544.3	Abernathy-Cruzatte	Tunnel No. 4	20.5	5.6
545.2	" "	Tunnel No. 5 and Rock Shed	20.5	5.6
546.5	Cruzatte-Frazier	Tunnel No. 6	20.5	5.6
547.1	" "	Tunnel No. 7	20.5	5.6
547.7	" "	Tunnel No. 8	20.5	5.6
548.3	" "	Tunnel No. 9	20.5	5.6
548.6	" "	Tunnel No. 10 } and Rock Shed.	20.5	5.6
548.8	" "	Tunnel No. 11 } and Rock Shed.	20.5	5.6
549.3	" "	Tunnel No. 12 and Rock Shed.	20.5	5.6
550.0	" "	Tunnel No. 13	20.5	5.6
551.8	Frazier-Fields	Tunnel No. 14	20.5	5.6
553.9	" "	Tunnel No. 15	20.5	5.6
556.0	Fields-Wicopee	Tunnel No. 16	20.5	5.6
557.1	" "	Tunnel No. 17	20.5	5.6
557.8	" "	Tunnel No. 18	20.5	5.6
558.6	" "	Tunnel No. 19	20.5	5.6
560.9	Wicopee-Heather	Tunnel No. 20	20.5	5.6
572.1	McCredie Springs-Pryor	Tunnel No. 21	20.5	5.6
581.8	Oakridge-West Fir	Tunnel No. 22	19.5	5.0
584.5	Hemlock-Lookout	Tunnel No. 23	19.7	5.3
587.2	Lookout-Lawler	Tunnel No. 24	20.0	5.6
608-A	Pengra-Fall Creek	Fall Creek Crossing		4.9
	Cruzatte, Frazier and Fields; also house track switch stand Natron—Mallet engines will not clear man riding on side of car between switches.			
	WENDLING BRANCH			
649-F	Hendricks-Yarnell	McKenzie River Crossing	18.4	4.5
651-B	" "	1st Mohawk River Crossing	20.3	4.5
659-G	Wendling-Hyland	2nd " " "	16.1	4.6
	TILLAMOOK BRANCH			
789.6	Walcott-Hulbert	Tunnel No. 25	20.6	
801.8	Cochran-Mayo	Tunnel No. 26	19.6	4.8
803.6	" "	Tunnel No. 27	20.2	5.0
805.7	Mayo-Enright	Tunnel No. 28	20.6	
806.2	" "	Tunnel No. 29	19.7	
806.5	" "	Tunnel No. 30	20.5	
807.5	" "	Tunnel No. 31	19.5	
807.9	" "	Tunnel No. 32	19.7	
808.2	" "	Tunnel No. 33	20.2	
808.5	" "	Tunnel No. 34	20.2	
809.9	" "	Tunnel No. 35	20.0	
810.7	" "	Tunnel No. 36	19.9	
815-E	Salmonberry-Wakefield	1st Crossing Nehalem River	21.3	4.9
830-F	Foley-Mohler	2nd " " "	21.1	4.9
846-H	Miami-Bay City	Miami River Crossing	20.2	4.9
848-O	" " "	Tunnel No. 37	19.6	
852-F	Idaville-Juno	Kelchis River Crossing	20.3	4.9
854-B	Juno-Tillamook	Wilson River Crossing	21.2	5.4
	Wheeler—Hog fuel conveyor on Westwood Lumber Co. track creates impaired side and overhead clearance.			
	BROOKLYN SUBDIVISION—MAIN LINE			
757-E	Park Place-Clackamas	Clackamas River Crossing	21.3	4.9
699-A	Millersburg-Jefferson	North Santiam River Crossing	21.7	4.9
	MOLALLA BRANCH			
751-B	Kraft-Scott	Molalla River Crossing		4.7

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
	MILL CITY BRANCH			
714		Rock Cut		5.2
724	300 feet East	" "		5.6
726-C	At Mill City	North Santiam River Crossing		5.0
732		Rock Cut		5.1
736	2040 feet West	" "		5.8
736	3240 " "	" "		4.4
737		" "		5.4
737	2000 feet West	" "		5.2
737	2300 " "	" "		4.8
737	3000 " "	" "		3.8
738		" "		4.8
738	2000 " "	" "		5.3
738	3000 " "	" "		4.4
738	3600 " "	" "		5.8
739		" "		5.2
739	2500 " "	" "		4.3
739	3000 " "	" "		4.8
740	2300 " "	" "		5.8
741	300 " "	" "		5.6
743	90 " "	" "		5.8
743	700 " "	" "		5.6
744.3	Granite Mountain-Detroit	Breitenbush River Crossing	20.5	4.3
745	350 feet West	Rock Cut:		5.8
747	600 " "	" "		5.4
750	700 " " (both sides)	" "		5.8
	NEWBERG BRANCH			
774.4	Jefferson Street	Overhead Road Crossing	21.0	
774.5	" "	O. E. Overhead Crossing	21.2	
762-B	Tualatin-Galbreath	Tualatin River Crossing	21.1	5.0
	WEST SIDE BRANCH			
758-D	Forest Grove Spur	Gales Creek Crossing		4.6
731-C	McMinnville-Whiteson	South Yamhill River Crossing	19.5	4.5
702-D	Parker-Suver	Luckiamute River Crossing	21.7	4.5
	Glenbrook—Platform on siding has impaired side clearance.			
	WILLAMINA BRANCH			
745-E	Sheridan-Shipley	South Yamhill River Crossing		4.4
	Willamina	Willamina Clay Products Co	18.4	
	FALLS CITY BRANCH			
719-A	Pickney-Lemrock	Willamette River Crossing	21.6	4.9
742-D	Falls City-Black Rock	1st Cross'g Little Luckiamute R.		4.7
743	3700 feet East	Rock Cut		4.3
744-C	Falls City-Black Rock	3rd Cross'g Little Luckiamute R.		4.8
744-E	" " " "	4th " " " "		4.9
747-B	Black Rock-End of Line	6th " " " "		4.7
	WOODBURN—SPRINGFIELD BRANCH			
735-D	McKee-Woodburn	Pudding River Crossing		4.9
706-D	Shelburn-N. Santiam	North Santiam River Crossing	18.0	4.6
701-B	West Scio-Gilkey	Thomas Creek Crossing	20.3	4.8
698-H	Gaines-Crabtree	Crabtree Creek Crossing	19.9	5.3
671-F	Brownsville-Twin Buttes	Calapooia River Crossing	20.6	4.3
650-D	Chestnut-Armitage	McKenzie River Crossing	18.5	5.7
	YAQUINA BRANCH			
691-G	Albany	First Street Crossing		4.5
691-I	Albany-North Albany	Willamette River Crossing	21.8	4.4
711-C	Noon-Wrens	1st Crossing Marys River	18.4	4.2
712-C	" "	2nd " " "		4.8
713-H	" "	4th " " "		4.8
714.4	" "	5th " " "		4.8
715.0	1000 feet East	Rock Cut		4.6
716-C	Wrens-Russell	6th Crossing Marys River		4.4
717-B	Russell-Harris	7th " " "		4.7
718-I	Harris-Alder	8th " " "		4.6
719-C	" "	9th " " "		4.4
719-F	" "	10th " " "		4.7
720-B	" "	11th " " "		4.7
720-F	" "	12th " " "		4.6
720.8	" "	13th " " "		4.6
720-K	" "	14th " " "		4.7
730.3	Summit-Nashville	Tunnel No. 22	16.1	3.1
732.0	" "	Tunnel No. 23	16.1	3.7
739.2	Nortons-Eddyville	4th Crossing Yaquina River		4.5
739-F	" "	5th " " "		4.6
743-C	" "	6th " " "		4.7
745-G	Eddyville-Chitwood	7th " " "		4.8
751.3	Chitwood-Morrison	8th " " "		4.5
751-B	" "	9th " " "		4.4
751.8	" "	10th " " "		4.7
752.2	" "	11th " " "		4.8
752.4	" "	Tunnel No. 24	16.4	4.0
752.5	" "	12th Crossing Yaquina River		4.9
752-J	" "	14th " " "		4.3
752-M	" "	15th " " "		4.8
	Blow pipe over spur track Flynn creates overhead impaired clearance. Cars must not be handled beyond this pipe.			

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
	MARSHFIELD SUBDIVISION			
664.9	Sailor-Noti	4th Crossing Long Tom Creek		4.7
669.5	Vaughn-Flagg	Tunnel No. 13	19.6	5.0
681.1	Globe-Austa	Tunnel No. 14	19.7	5.4
720.7	Siboco-Canary	Tunnel No. 15	19.8	5.4
721.5	Canary-Siltcoos	Tunnel No. 16	19.8	5.2
727.7	Ada-Booth	Tunnel No. 17	20.0	5.4
734.5	Kroll-Brenham	Tunnel No. 18	19.7	5.2
739-H	Gardiner-Reedsport	Umpqua River Crossing	21.9	4.7
745.6	Tharp-Willard	Tunnel No. 19	19.9	5.4
750.1	Bufo-Lakeside	Tunnel No. 20	19.9	5.4
751.2	" "	Tunnel No. 21	20.0	5.4
763.9	Coos-North Bend	Coos Bay Crossing (Dwarf Signals)		4.1
793.6	Norway-Myrtle Point	North Fork Coquille River Crossing	22.1	5.0
795.9	Myrtle Point-Broadbent	Coquille River Bridge (1)	20.2	4.5
797.6	" " "	" " " (2)	20.2	4.5
800.1	Broadbent-Warner	" " " (5)	20.2	4.5
801.2	" "	" " " (7)	20.2	4.2
802.7	Warner-Emmons	" " " (8)	19.0	3.8
808.7	Gaylord-Fensler	Rowland Creek Bridge (9)	20.2	4.6
809.2	" "	Tunnel No. 1		4.6
811.3	Fensler-Powers	Coquille River Bridge (12)	20.2	4.6

Train and enginemen are cautioned to watch closely for impaired clearance signs.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	All Steel	Steel Underframe	Wood
Baggage—60 ft.	93,070		
" —66 ft	127,610		
" —70 ft.	122,620		
" —70 ft. (with Auto. End Door)	125,800		
" —(Dynamo)	98,730		
"		87,120	81,120
Baggage and Mail—60 ft.	103,620		
" " " —69 ft.	124,760		
" " " —70 ft.	129,140		
" " "		103,590	99,200
Baggage and Passenger	108,675	112,640	76,320
Express Refr.—N.P.Ry.		74,000	60,000
" " —G.N.Ry			70,000
" " —A.R.E No. 40- 154		78,000	
" " — " " 155- 224		89,000	
" " — " " 500- 506		110,000	
" " — " " 1101-1175		85,000	
" " —P.F.E. " 500- 799		83,000	
Tea and Silk			48,180
Express, Horse	133,050		81,033
Postal	112,120		
Postal Storage—40 ft.	74,530		
" " —60 ft.	105,120		
Club	146,210	122,300	
Official	170,700	155,370	109,370
Chair—60 ft.	100,620		84,740
" —74 ft.	163,900		
Coaches—60 ft.	98,130		
" —70 ft.	137,640		
" —72 ft.	139,660		
" —73 ft.	148,040		
" —72 ft. (Interurban)	120,000		
"			81,210
All-Day Lunch—Chair	105,970		
" " —Coach	103,875		
Cafe Coach		138,600	
Diner—70 ft.		135,930	131,040
" —72 ft.	155,330	146,930	134,530
" —77 ft. (Arch Type Roof)	156,000		
" —77 ft. (Clere Story Roof)	161,520	165,530	
" —79 ft.	169,100		
" —80 ft.	175,200		
Cafe Parlor	148,950	161,200	
Lounge	173,000		
Observation—75 ft.	154,400		
" —77 ft.	173,300		
"		141,870	121,300
Pullman—Observation	164,600	153,000	
" —Observation Lounge	171,200		
" —Lounge	168,700		
" —Parlor	155,600	147,500	
" —Bedroom Car	167,600		
" —Standard Sleeper	164,600	144,000	
" —Tourist	140,600	133,000	
Rail Car—Gas-Electric, 400 H.P.	158,400		
" —Gas-Electric, 600 H.P.	167,200		
" —McKeen—55 ft.	64,140		
" — " —70 ft.	71,530		
Observation (Open Top)			62,000

Side clearance of bridges authorized by Public Service Commission of Oregon is 5 feet from rail. All bridges having less clearance than 5 feet from rail are noted above.

The clearance shown as height above top of rail is for 9 feet wide or 4 feet 6 inches each side of center line of track.

Side clearance from rail is for all points between 4 feet and 14 feet above top of rail.

Revised January, 1929

RATING OF LOCOMOTIVES—PORTLAND DIVISION

IN Ms OF 1000 LBS. BACK OF TENDER

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Brooklyn to E. Milwaukie Clackamas to Oregon City Coalca to Canby Aurora to Hito	Salem to Eugene Yard Barlow to Canby Oregon City to Clackamas	Eugene Yard to Salem	E. Milwaukie to Clackamas Oregon City to Coalca Canby to Aurora Hito to Salem Salem to Barlow Canby to Oregon City Clackamas to Brooklyn	Eugene Yard to Drain Single Drain to Roseburg	Roseburg to Divide		Divide to Eugene Yard	Roseburg to Grants Pass Helper 1.0 West Fork to Glendale Helper 2.0 Glendale to Grants Pass	Grants Pass to Ashland		Ashland to Grants Pass	Grants Pass to Glendale	Glendale to Roseburg	Eugene Yard to Oakridge	Oakridge to Crescent Lake	Crescent Lake to Eugene Yard
				Single	Single	Single	Single	Helper 2.0	Helper 1.0	Helper 2.0	Single		Single	Helper 1.0	Single	Helper 2.0	Single	Single	Single	Single
T-22	T-57 18/24 94	2001	160	1350	1950	2100	2250	1550	1350	1950	2400	1350	1150	2150	1900	1450	1950	....	....	....
T-16	T-57 18/24 76	2019	160	1350	2000	2100	2300	1600	1350	1950	2400	1350	1150	2150	1900	1450	2000	....	....	....
T-16	T-57 18/24 85	2040, 2073, 2082, 2095	165	1400	2050	2200	2350	1650	1400	2000	2500	1400	1200	2200	2000	1500	2050	....	....	....
T-11	T-63 18/24 86	2127	160	1200	1800	1900	2050	1450	1200	1750	2200	1200	1000	1900	1750	1300	1800	....	....	....
T-11	T-57 18/24 81	2131, 2133	160	1350	2000	2100	2300	1600	1350	1950	2400	1350	1150	2150	1900	1450	2000	....	....	....
T-10	T-57 18/24 92	2135	160																	
T-10	T-57 18/24 86	2137 to 2151	160																	
T- 9	T-57 18/24 83	2160 to 2165, 2171, 2173	160																	
T-8, 9	T-57 18/24 95	2166, 2174	160																	
T- 9	T-57 18/24 92	2170, 2172	170	1450	2100	2250	2450	1700	1450	2050	2600	1450	1250	2300	2050	1550	2100	....	....	....
T- 7	T-57 18/24 88	2185	160	1350	2000	2100	2300	1600	1350	1950	2400	1350	1150	2150	1900	1450	2000	....	....	....
T- 3	T-69 20/26 113	2215 to 2219	180	1650	2450	2600	2800	1950	1650	2400	3000	1650	1400	2650	2400	1800	2450	....	....	....
T- 2	T-63 19/24 105	2221 to 2234	160	1300	1950	2100	2250	1550	1350	1900	2400	1350	1150	2100	1900	1450	1950	....	....	....
T- 1	T-63 20/26 112	2235 to 2273	180	1850	2700	2900	3150	2200	1900	2650	3300	1850	1600	2950	2650	2000	2700	....	....	....
T-25	T-69 20/28 134	2275 to 2280	200	2000	3000	3150	3400	2400	2050	2900	3650	2000	1750	3200	2900	2200	3000	....	....	....
T-26	T-69 21/28 152-S	2283 to 2300	200	2350	3150	3450	3950	2750	2350	3350	4150	2350	2000	3700	3350	2550	3450	2350	1000	3200
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	3000	4050	4350	5100	3500	3000	4250	5300	3000	2550	4700	4250	3250	4350	3000	1300	4100
T-32	T-69 23/28 174-S	2363 to 2384	210																	
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2752 to 2860	210	3350	4500	4850	5700	3900	3400	4750	5900	3350	2850	5250	4750	3650	4850	3400	1450	4550
T-9, 10	C-57 22/30 194-S																			
C- 8	C-57 22/30 192-S	2698 to 2751																		
C- 5	C-57 22/30 187-S	2624 to 2679	200	3000	4350	4650	5100	3500	3050	4250	5300	3000	2600	4700	4250	3250	4350	....	....	....
C- 5	C-57 22/30 185-S	2680 to 2693																		
C- 5	C-57 22/30 180	2624 to 2679																		
C- 5	C-57 22/30 178	2680 to 2693																		
C- 2	C-57 22/34 172	2600 to 2611	185	2900	4250	4500	5000	3400	2950	4150	5150	2900	2500	4600	4150	3150	4250	....	....	....
C- 2	C-57 22/34 180-S	2600 to 2611	190	3050	4250	4500	5150	3550	3100	4300	5400	3050	2650	4800	4300	3300	4450	....	....	....
TW- 1	TW-54 22/26 147	2900 to 2913	180	2550	3700	3950	4300	3000	2550	3600	4500	2550	2200	4000	3600	2750	3700	....	....	....
TW- 8	TW-54 21/32 155	2914 to 2923	180																	
TW- 8	TW-54 21/32 161-S	2914 to 2923	190																	
TW- 7	TW-56 20/30 120	2925	160	1950	2850	3000	3300	2300	1950	2750	3450	1950	1700	3050	2750	2100	2650	....	....	....
TW- 4	TW-56 20/30 114	2926																		
TW- 4	TW-56 20/30 120	2928, 2930, 2931																		
TW- 4	TW-56 20/30 122	2927, 2929																		
TW- 3	TW-50 20/26 120	2932 to 2945	170	2100	3100	3300	3600	2500	2150	3000	3750	2100	1800	3350	3000	2300	3100	....	....	....
TW- 2	TW-50 20/26 118	2946 to 2953																		
TW- 6	TW-50 20/26 111	2954, 2957	160	2000	2950	3100	3400	2350	2050	2850	3550	2000	1750	3150	2850	2200	2950	....	....	....
MK-2, 4	MK-57 23¾/30 206-S	3200 to 3240	210	3950	5300	5750	7000	....	....	....	....	....	....	....	....	....	....	3950	1700	5400
MK-2, 4	MK-57 23¾/30 206-SF																			
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3763	200	5600	7550	8000	9500	6500	5600	....	8000	5500	4800	....	7900	6000	8000	5650	2400	7650
F- 5	F-63 29½/32 306/B-62-SF	3764 to 3768																		
AC-1, 2, 3	AC-57 $\frac{22}{3}$-$\frac{22}{0}$ 441-SF	4000 to 4048	200	6450	8000	8000	10950	7450	6450	....	8000	6350	5500	....	8000	6900	8000	6250	2800	8000
MT-1, 3, 4, 5	MT-73 28/30 246/B-60-SF	4300 to 4366	210	4800	6350	7300	8150	5550	5200	6700	8000	4700	4050	7150	7100	5100	7300	4450	1900	6100
GS-1	GS-73 27/30 262/B-104-SF	4400 to 4409	250	5000	6700	7700	8500	....	....	....	....	....	....	....	....	....	....	....	....	....
Allowance for Empty and Underloaded Cars	Less than 40 Ms.			6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
	40 to 50 Ms.			3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	More than 50 Ms.			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "E"—Eight-Wheelers
"T"—Ten-wheelers
"M"—Moguls
"MK"—Mikado

"C"—Consolidation
"TW"—Twelve-wheelers
"A"—Atlantic Type
"F"—Two-ten-two Type

"AC"—Articulated Consolidation
"MM"—Mallet Mogul
"MT"—Mountain Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187.

RATING OF LOCOMOTIVES IN Ms

CLASSIFICATION	ENGINE NUMBERS	Brooklyn to Gaston	Gaston to Eugene Yard	Eugene Yard to Gaston	Gaston to Brooklyn	Brooklyn to Sherwood	Sherwood to Springbrook	Springbrook to Perrydale	Dallas to Monmouth	Monmouth to Springbrook	Springbrook to Sherwood	Sherwood to Brooklyn	Broadmead to Willamina	Willamina to Broadmead	Hillsboro to Buxton	Buxton to Timber	Timber to Enright	Enright to Tillamook	Tillamook to Salmonberry	Salmonberry to Enright	Timber to Buxton	Buxton to Hillsboro
T-63 18/24 86	2127	1050	900	1050	1500	1100	550	1130	850	1130	525	1500	1060	780	......	......	......	......	......	......	......	......
T-57 18/24 74 to 80	2019, 2039, 2073, 2082, 2095	1250	1000	1200	1600	1250	650	1470	950	1250	625	1600	1300	850	1200	500	300	1500	700	......	850	1500
T-57 18/24 81 to 94	2001, 2131 to 2152, 2161, 2171, 2172, 2185																					
T-57 18/24 99	2174																					
T-63 19/24 105	2225, 2229	1500	1400	1590	2250	1500	880	1590	......	......	840	2000	......	......	1750	610	400	F	1750	900	1100	F
T-63 20/26 112	2247, 2255, 2266, 2271																					
T-69 20/26 113	2219																					
TW-50 20/26 111 to 120	2932 to 2957	1750	1650	1700	2400	1750	1000	1700	......	......	1000	2400	......	1700	2000	700	500	F	2700	1250	1250	F
TW-56 20/30 114 to 122	2925 to 2931																					
TW-54 22/26 147	2900 to 2913, Sat.	2400	2290	2575	3220	......	......	......	......	......	......	......	......	2000	2280	950	570	2850	2900	1300	1620	2850
TW-54 21/32 155	2914, 2915, 2920, 2922, Sat.																					
TW-54 21/32 161	2916, 2917, 2918, 2919, 2921, Super		......	......	......	......	......	......	......	......	......	......	......	......	2520	1050	630	3150	3050	1450	1790	3150
C-57 22/30 192S to 194S	2513 to 2599, 2698 to 2860	3100	2520	2970	3960	3100	1470	3630	2390	3100	1600	3960	3250	2160	2970	1250	850	3710	3500	1850	2400	3710

CLASSIFICATION	ENGINE NUMBERS	Eugene to Sailor Rainrock to Mayfield Mayfield to Rainrock Sailor to Eugene	Sailor to Flagg Rainrock to Vaughn	Vaughn to Sailor Flagg to Rainrock	Canby to Molalla	Woodburn to Geer	Geer to Aumsville	Aumsville to Springfield	Springfield to Aumsville	Aumsville to Geer	Geer to Woodburn	Mohawk Jct. to Wendling	Wendling to Mohawk Jct.	Geer to Salem	Salem to Falls City	Dallas to M.P. 735.5	M.P. 735.5 to Falls City	Falls City to Black Rock	Teats to M.P. 735.5	Black Rock to Teats M.P. 735.5 to Dallas	Dallas to Salem	Albany to Yaquina	Yaquina to Albany	Albany to Idanha	Idanha to Albany	Albany to Lebanon	Lebanon to Albany
T-63 18/24 86	2127	2250	1650	5000	1180	1180	550	1060	1780	790	1580	1750	1950	1180	700	......	......	220	......	......	900	780	500	630	790	1680	1780
T-57 18/24 74 to 80	2019, 2039, 2073, 2082, 2095	2450	1800	5500	1280	1280	600	1200	1880	850	1680	1850	2050	1280	......	......	......	......	......	......	......	850	590	800	900	1780	1880
T-57 18/24 81 to 94	2001, 2131 to 2152, 2161, 2171, 2172, 2185																										
T-57 18/24 99	2174																										
T-63 19/24 105	2225, 2229	3100	2300	5500	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
T-63 20/26 112	2247, 2255, 2266, 2271																										
T-69 20/26 113	2219																										
TW-50 20/26 111 to 120	2932 to 2957	3500	2650	6000	......	......	......	......	......	......	......	......	......	......	......	1200	2500	580	1800	4000	1650	1500	890	......	......	2670	2820
TW-56 20/30 114 to 122	2925 to 2931																										
TW-54 22/26 147	2900 to 2913	4650	3450	8000	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	3380	3570
TW-54 21/32 155	2914 to 2923, Sat.	5200	3900	8000	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
TW-54 21/32 161S	2914 to 2923, Super																										
C-57 22/30 185 to 200	2513 to 2599, 2698 to 2860	6050	4500	8000	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine "M"—Moguls "MK"—Mikado "E"—Eight-wheelers
"T"—Ten-wheelers "TW"—Twelve-wheelers "P"—Pacific Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

LIST OF SURGEONS, HOSPITAL DEPARTMENT

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager.
Ashland	Dr. F. G. Swedenburg	District Surgeon.
Ashland	Dr. Ernest A. Woods	Assistant District Surgeon.
Medford	Dr. J. C. Hayes	District Surgeon.
Medford	Dr. J. J. Emmons	Oculist and Aurist.
Gold Hill	Dr. W. P. Chisholm	District Surgeon.
Grants Pass	Dr. C. Joyce Moser	District Surgeon.
Grants Pass	Dr. W. A. Moser	Assistant District Surgeon.
Grants Pass	Dr. Edward N. Bywater	Oculist and Aurist.
Glendale	Dr. A. J. Fawcett	District Surgeon.
Myrtle Creek	Dr. J. C. Maxson	District Surgeon.
Roseburg	Dr. E. J. Wainscott	District Surgeon.
Roseburg	Dr. E. V. Hoover	District Surgeon.
Sutherlin	Dr. I. A. Dunlap	Emergency Surgeon.
Oakland	Dr. B. F. Devore	Assistant District Surgeon.
Yoncala	Dr. R. F. McKaig	District Surgeon.
Drain	Dr. Bertha L. Devore	Emergency Surgeon.
Cottage Grove	Dr. B. R. Job	Assistant District Surgeon.
Springfield	Dr. W. H. Pollard	District Surgeon.
Springfield	Dr. R. P. Mortenson	District Surgeon.
Oakridge	Dr. Grant J. Gray	District Surgeon.
Westfir	Dr. J. A. Benson	District Surgeon.
Wendling	Dr. C. H. Atwood	Emergency Surgeon.
Eugene	Dr. W. Kuykendall	District Surgeon.
Eugene	Dr. Geo. P. Winchell	Assistant District Surgeon.
Eugene	Dr. W. B. Neal	Assistant District Surgeon.
Eugene	Dr. P. J. Bartle	Assistant District Surgeon.
Eugene	Dr. Merle G. Howard	Consulting Surgeon.
Eugene	Dr. O. R. Gullion	Oculist and Aurist.
Eugene	Dr. D. C. Stanard	Assistant Oculist and Aurist.
Junction City	Dr. H. R. Allumbaugh	Dist. Physician and Surgeon.
Halsey	Dr. T. I. Marks	Emergency Surgeon.
Albany	Dr. F. E. Beauchamp	District Surgeon.
Albany	Dr. G. E. Fortmiller	Assistant District Surgeon.

LOCATION	NAME	TITLE
Albany	Dr. A. Stark	Oculist and Aurist.
Jefferson	Dr. J. O. Van Winkle	District Surgeon.
Salem	Dr. Julius H. Garnjobst	District Surgeon.
Salem	Dr. E. S. Fortner	Assistant District Surgeon.
Salem	Dr. M. C. Findley	Oculist and Aurist.
Salem	Dr. B. L. Steeves	Associate Oculist and Aurist.
Salem	Dr. L. O. Clement	2d Asst. Oculist and Aurist.
Gervais	Dr. A. B. Adkinson	Emergency Surgeon.
Woodburn	Dr. E. S. Donelly	District Surgeon.
Aurora	Dr. B. F. Giesy	Emergency Surgeon.
Canby	Dr. H. A. Dedman	District Surgeon.
Oregon City	Dr. C. H. Meissner	District Surgeon.
East Portland	Dr. Geo. H. Buck	District Surgeon.
East Portland (Woodstock Dist.)	Dr. Joseph R. Mizner	District Surgeon
Portland	Dr. Geo. F. Wilson	Assistant to Chief Surgeon.
Portland	Dr. A. L. Berkley	Division Surgeon.
Portland	Dr. E. M. Anderson	District Surgeon.
Portland	Dr. R. F. Davis	Oculist and Aurist.
Portland	Dr. J. F. Dickson	Oculist and Aurist.
Veneta	Dr. O. L. Asher	Emergency Surgeon
Reedsport	Dr. J. C. Eastland	Acting District Surgeon.
North Bend	Dr. Russell Keizer	District Surgeon.
North Bend	Dr. Dean P. Crowell	Assistant District Surgeon.
Marshfield	Dr. E. Mingus	District Surgeon.
Marshfield	Dr. G. E. Dix	Assistant District Surgeon.
Marshfield	Dr. O. K. Wolf	Oculist and Aurist.
Coquille	Dr. James Richmond	District Surgeon.
Myrtle Point	Dr. R. Harrison Mast	Emergency Surgeon.
Silverton	Dr. R. E. Kleinsorge	District Surgeon.
Aumsville	Dr. Chas. Brewer	District Surgeon.
Scio	Dr. A. G. Prill	District Surgeon.
Lebanon	Dr. J. C. Booth	District Surgeon.

LOCATION	NAME	TITLE
Lebanon	Dr. Norman E. Irvine	Associate District Surgeon.
Brownsville	Dr. F. A. Paden	District Surgeon.
Coburg	Dr. M. E. Jarnagin	District Surgeon.
Philomath	Dr. I. M. Smith	Dist. Surgeon and Physician.
Toledo	Dr. R. D. Burgess	District Surgeon.
Newport	Dr. W. S. Thurtell	Emergency Surgeon.
Mill City	Dr. W. W. Allen	District Surgeon.
Oswego	Dr. W. H. McDougal	Emergency Surgeon.
Sherwood	Dr. F. T. Rucker	Emergency Surgeon.
Newberg	Dr. John S. Rankin	Emergency Surgeon.
Newberg	Dr. Edw. A. Romig	Emergency Surgeon.
Beaverton	Dr. E. E. Mason	District Surgeon.
Hillsboro	Dr. J. O. Robb	District Surgeon.
Hillsboro	Dr. J. B. Dinsmore	Assistant District Surgeon.
Cornelius	Dr. E. J. Crowthers	Emergency Surgeon.
Forest Grove	Dr. H. C. Fortner	District Surgeon.
Carlton	Dr. A. D. Morrison	Emergency Surgeon.
McMinnville	Dr. W. H. Barendrick	District Surgeon.
McMinnville	Dr. E. H. Barendrick	District Surgeon.
Independence	Dr. Geo. C. Knott	District Surgeon.
Corvallis	Dr. W. T. Johnson	District Surgeon.
Corvallis	Dr. N. L. Tarter	Associate District Surgeon.
Monroe	Dr. E. Bennett	District Surgeon.
Sheridan	Dr. R. C. Field	District Surgeon.
Willamina	Dr. Roland Allen	Emergency Surgeon.
Dallas	Dr. A. B. Starbuck	District Surgeon.
Dallas	Dr. W. L. Pemberton	Assistant District Surgeon.
Falls City	Dr. C. P. Horn	District Surgeon.
Banks	Dr. R. M. Kines	District Surgeon.
Wheeler	Dr. H. E. Rinehart	District Surgeon.
Garibaldi	Dr. E. R. Huckleberry	District Surgeon.
Tillamook	Dr. Max R. Charlton	District Surgeon.
Molalla	Dr. E. R. Todd	Emergency Surgeon.

Main Lines

Ashland to Portland	S. P. Co.		339.80		
	O.-W. R. R. & N. Co.		.06		
	N. P. T. Co.		.26	340.12	
Natron to Odell Lake	C. P. Ry.			80.74	
Springfield Junction to Natron	S. P. Co.			7.05	
Total Main Line					427.91

Branches

Alpine	S. P. Co.	Alpine Jct. to Glenbrook		6.10	
Bellfountain	S. P. Co.	Bailey Jct. to Dawson		5.00	
Coos Bay	S. P. Co.	Eugene to Myrtle Point	147.75		
	C. B. L. Co. R. R.	Myrtle Point to Powers	18.78	166.53	
Falls City	S. P. Co.	Salem to Wye		28.35	
Geer	S. P. Co.	Salem to Geer		6.81	
Mill City	S. P. Co.	Shelburn to Idanha		45.67	
Milwaukie	S. P. Co.	Wilsonia to Willsburg Jct.		3.06	
Molalla	S. P. Co.	Canby to Molalla		10.46	
Monmouth	S. P. Co.	Dallas to Monmouth		7.74	
Newberg	S. P. Co.	St. Joseph to Portland		36.71	
Perrydale	S. P. Co.	Broadmead to Perrydale		2.53	
Tallman	S. P. Co.	Page to Tallman		7.69	
Tigard	S. P. Co.	Beaverton to Cook		7.29	
Tillamook	S. P. Co.	Hillsboro to Tillamook		91.29	
Wendling	S. P. Co.	Mohawk Jct. to Wendling		15.73	
West Side	S. P. Co.	Transfer to Portland		128.40	
West Linn Elec. Line	S. P. Co.	Walling to Willamette		7.11	
Willamina	S. P. Co.	Whiteson to Willamina		19.77	
Woodburn-Springfield	S. P. Co.	Woodburn to Springfield		92.94	
Yaquina	S. P. Co.	Albany to Yaquina		82.06	
Total Branches					771.24
Total Portland Division					1199.15

When employes, passengers or others are injured, call the nearest Company Surgeon, preferably District Surgeon. Emergency Surgeons are called only when patients cannot be sent to or await the arrival of District Surgeons.

When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of Company Surgeon. Any officer of the Company is authorized to call Company Surgeons to attend the injured.

When tramps or other trespassers are injured on the Company's Lines, they should be turned over to friends, or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

LOCATION OF STRETCHERS

Ashland
Medford
Grants Pass
Roseburg
Drain
Eugene
Oakridge
Junction City
Albany
Salem
Woodburn
Brooklyn
Portland
(Yardmen's Hdqtrs.)
(East 1st & Oak Sts.)
Timber
Willamina
Corvallis

DIVISION HOSPITALS

Good Samaritan
St. Vincent's } Portland, Ore.

TRAINMASTERS

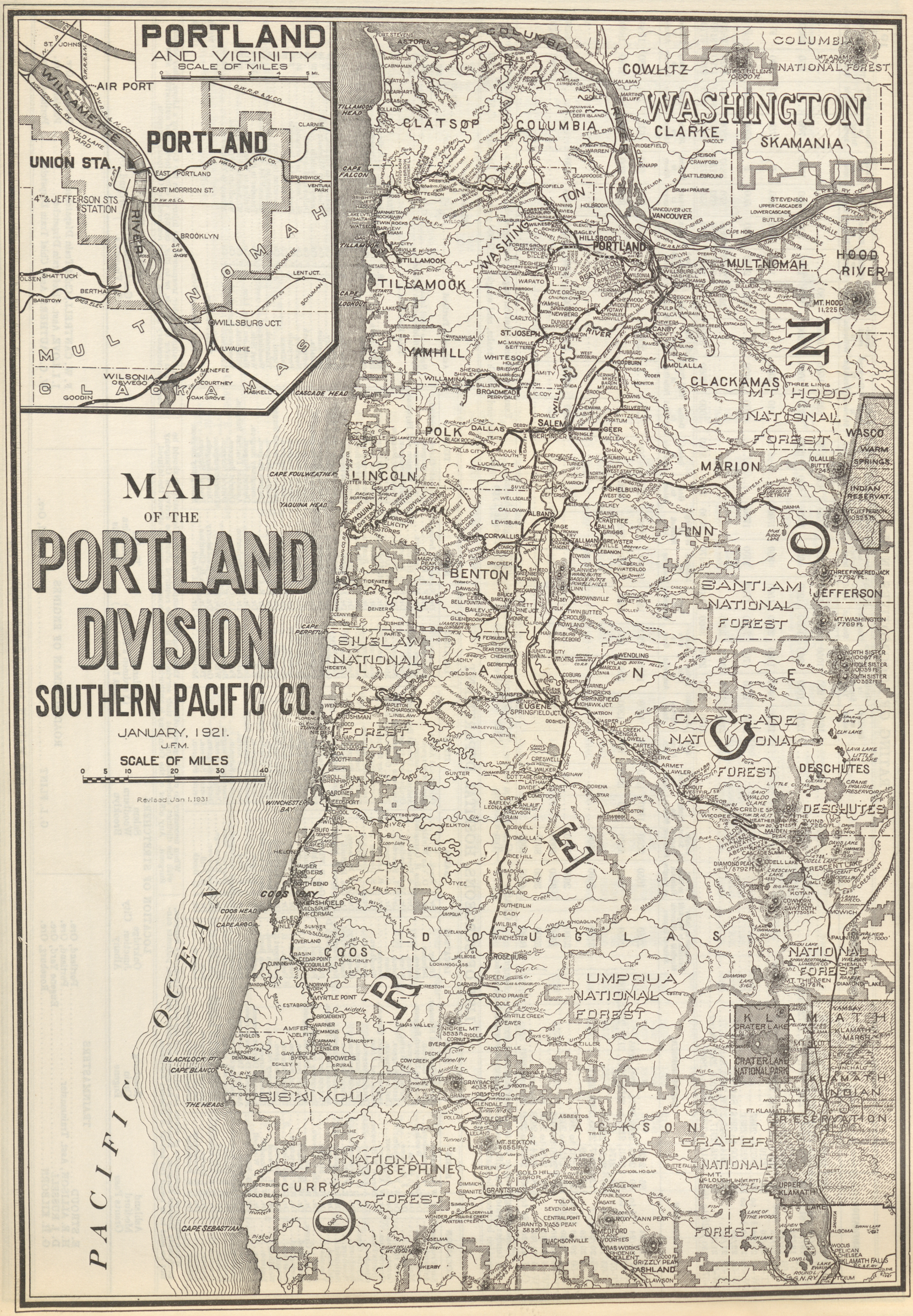
E. STROUD, Portland, Ore.
H. E. ALLISON, Asst. Trainmaster, Portland, Ore.
D. J. RUSSELL, Eugene Yard, Ore.
G. H. KILBORN, Roseburg, Ore.

ROAD FOREMAN OF ENGINES

G. L. FLINT, Portland, Ore.

F. W. CANTRELL, Chief Train Dispatcher, Portland, Ore.
J. I. LOVE, Asst. Chief Train Dispatcher, Portland, Ore.
W. C. CAUTHERS, Asst. Chief Train Dispatcher, Portland, Ore.

C. W. MARTYN, Assistant Superintendent,
Portland, Ore.



MAP OF THE PORTLAND DIVISION SOUTHERN PACIFIC CO.

JANUARY, 1921.
J.F.M.

SCALE OF MILES

Revised Jan 1, 1931

PORTLAND AND VICINITY
SCALE OF MILES
0 1 2 3 4 5 MI.
ST. JOHNS
AIR PORT
WILLAMETTE
GUILD LAKE YARD
PORTLAND
UNION STA.
EAST PORTLAND
EAST MORRISON ST.
4TH & JEFFERSON STS STATION
RIVER
BROOKLYN
CLARNIE
BRUNSWICK
VENTURA PARK
WOODMERE
LENT JCT.
SCHUMAN
OLSEN
SHATTUCK
BERTHA
BARSTOW
WILLSBURG JCT.
MILWAUKIE
WILSONIA
OSWEGO
MENEFEE
COURTNEY
OAK GROVE
HASKELL
GOODIN
MULTNOMAH
CLACKAMAS
0 5 10 20 30 40
PACIFIC OCEAN
WASHINGTON
OREGON
COLUMBIA
COWLITZ
CLARKE
SKAMANIA
COLUMBIA NATIONAL FOREST
MT. ADAMS
MT. ST. HELENS
CLATSOP
COLUMBIA
WASHINGTON
TILLAMOOK
YAMHILL
MULTNOMAH
HOOD RIVER
MT. HOOD 11,225 FT.
CLACKAMAS
MT HOOD NATIONAL FOREST
WASCO
WARM SPRINGS INDIAN RESERVAT.
MARION
POLK
LINCOLN
BENTON
LINN
SANTIAM NATIONAL FOREST
JEFFERSON
SIUSLAW NATIONAL FOREST
LANE
CASCADE NATIONAL FOREST
DESCHUTES
DESCHUTES NATIONAL FOREST
DOUGLAS
COOS
UMPQUA NATIONAL FOREST
KLAMATH
CRATER LAKE NATIONAL PARK
KLAMATH INDIAN RESERVATION
SISKIYOU
CURRY
JOSEPHINE
JACKSON
CRATER NATIONAL FOREST
UPPER KLAMATH LAKE
ASTORIA
PORTLAND
VANCOUVER
TILLAMOOK
SALEM
ALBANY
CORVALLIS
EUGENE
SPRINGFIELD
ROSEBURG
MARSHFIELD
COOS BAY
GRANTS PASS
MEDFORD
ASHLAND
KLAMATH FALLS
CAPE FALCON
TILLAMOOK HEAD
CAPE LOOKOUT
CASCADE HEAD
CAPE FOULWEATHER
YAQUINA HEAD
CAPE PERPETUA
WINCHESTER BAY
COOS HEAD
CAPE ARAGO
BLACKLOCK PT.
CAPE BLANCO
THE HEADS
CAPE SEBASTIAN